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Edited by

J. G. Rutter

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E D I T O R I A L

The present Transactions has been considerably increased in size due to the inclusion of two papers somewhat longer than normal but the usual report on linear earthworks has been omitted. The latter series of reports will be continued next year. Several smaller papers have also been held over and it may be necessary for the Society to consider a permanent increase in the size of the Transactions. This could only be achieved by a corresponding increase in the price.

Contributors to the next issue of the Transactions should submit their papers as early as possible to the Editor at the Scarborough Museum. All material in its completed form, with the necessary illustrations, must be received before 15th June 1969.

Since the publication of the last Transactions two of the Society's Research Reports have been added to the series:

Ayton Castle: its History and Excavation

The Chambered Cairn and adjacent Monuments on Great Ayton Moor

Copies of these are available at a price of 17s. 6d and 10s. 6d respectively.

O B I T U A R Y

JAMES PERCIVAL BEST

1883 - 1967

Although coming from a Yorkshire family, Jim Best was born in the Walworth district of London where his father had a veterinary practice. In 1894 the failing health of the father brought the family to Scarborough where relatives lived. On the father's death the mother entered the hotel business to support her family of two sons and two daughters. Jim attended the Gladstone Road School and left at the age of 13 to assist at the business of a Mr Butler, optician, of Huntriss Row. It was here that an early interest in photography was encouraged and a dark-room prepared under the stairs of the family house in Raleigh Street. His employer soon realised the quality of young Jim Best and encouraged him to accept an apprenticeship with a Gateshead engineering firm. Five years later, at the age of 21, he became an engineer on the Newcastle tramways and later with those of Bishop Auckland. His main engineering interest however had always been in mining and one day an advertisement in The Times caused him to apply for the post of engineer to a tin-mining company in Nigeria and the rest of his professional life was occupied most adventurously in mining and dredging for tin in West Africa and in dredging for gold up the remote rivers of South America, with an interlude of cotton-growing in Iraq.

Jim Best never married and on his retirement in 1927 at the age of 54 he came to live with his mother and sister at the house in Woodland Ravine which he had had built a year or two before. His main interest after retirement was in photography, an art in which he excelled; his photographic records of architectural and natural history subjects received the highest acclaim and many national awards. He brought this gift to the service of our Society and many of our excavations have been graced by a brilliant series of progress photographs taken by Mr Best.

He was also keenly interested in natural history and gardening and his knowledge of archaeological matters will long be remembered by all who knew him. His work as a member of the Society's Wardenship scheme was outstanding and an example to us all. He was a regular visitor to all our

excavations and one of the most faithful attenders of the social events and outings.

His health and activity were phenomenal - he could walk most of us off our feet - he had been busy in his dark-room developing a film at ten o'clock on the night before he died and had walked to Raincliffe Woods and back only a day or two previously.

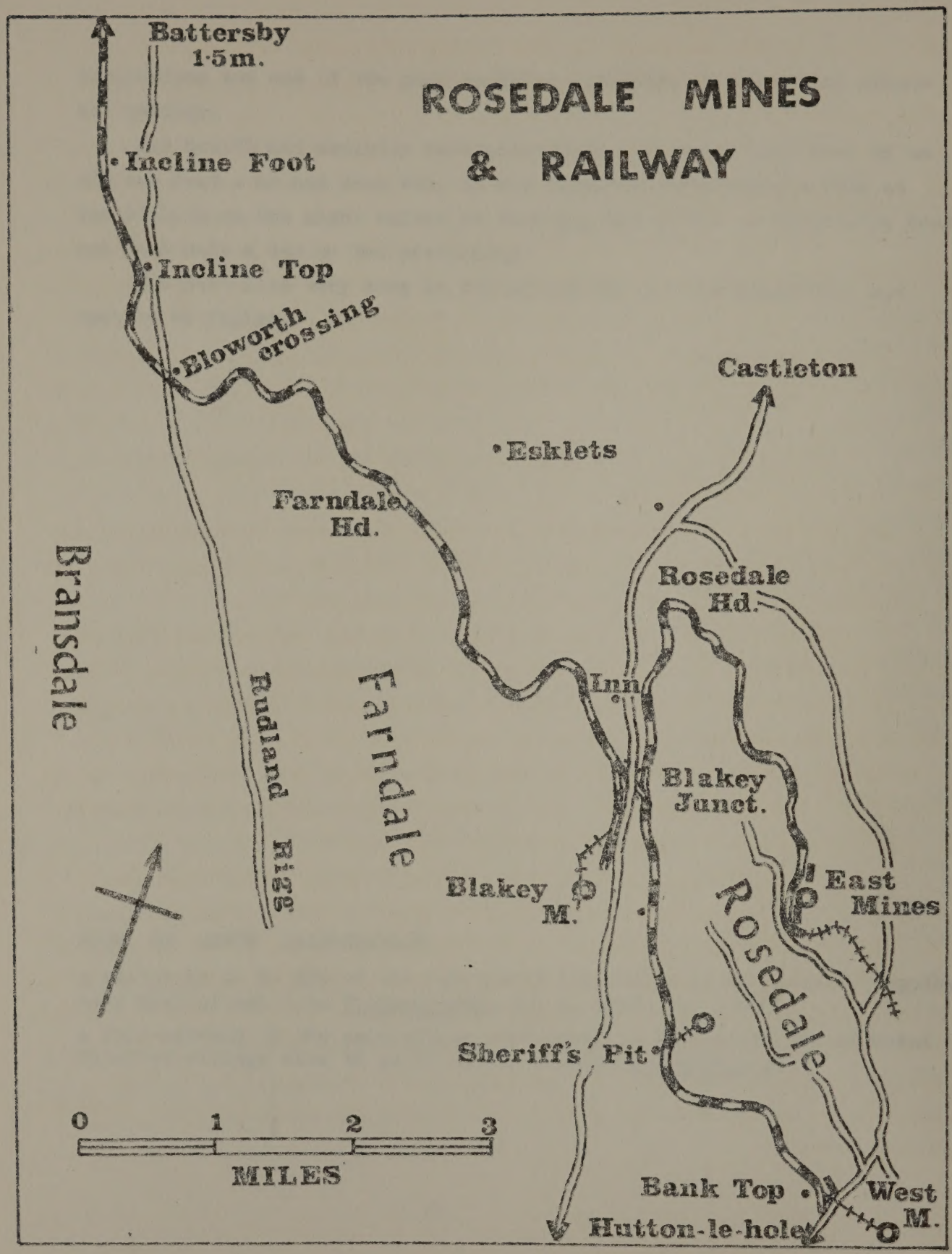
Jim Best lies very deep in our affections and his place will not readily be filled.

F. C. R.

NOTE ON COVER ILLUSTRATION

A sketch by G. R. Pye of the remains of the Chapel of St Leonard, Osgodby near Scarborough (see Transactions, No. 3, 1960, pp. 10-15.)

A full account of the excavations undertaken in 1956-65 on the adjacent deserted village site is given in the present Transactions.


ROSEDALE MINES
& RAILWAY
Battersby
1·5m.
Incline Foot
Incline Top
Eloworth crossing
Castleton
Esklets
Farndale Hd.
Rosedale Hd.
Bransdale
Rudland Rigg
Farndale
Lnn
Blakey Junct.
Blakey M.
East Mines
Rosedale
Sheriff's Pit
0 1 2 3
MILES
Bank Top
West M.
Hutton-le-hole

THE ROSEDALE IRONSTONE INDUSTRY AND RAILWAY

By R. H. Hayes and J. G. Rutter

Part I: THE IRONSTONE INDUSTRY

Medieval Ironstone Working

Iron ore occurs throughout the Jurassic rocks of north-east Yorkshire, including the following strata which have been worked in the areas named:-

Kellaways Rock	Danby Moor
Cornbrash	Newton Dale, Ryedale
Upper Estuarine Series	Fylingdales Moor
Grey Limestone	Goathland Moor
Ellerbeck Bed	Ingleby Greenhow, Egton, Goathland
The Dogger	Rosedale, Kildale, Eskdale
Ironstone Series of the Middle Lias	N. Cleveland, Grosmont

The above list is not exhaustive. Many of the beds worked in earlier periods were thin and of poor quality and in the 19th century only those of the Middle Lias and Dogger proved of great importance.[1]

We have no evidence of iron working in Rosedale earlier than Medieval times, but there is an abundance of iron-slag at Spaunton and other Romano-British sites in the Ryedale area and it is reasonable to suppose that the source of the ore was the outcrops in Rosedale a few miles to the north. From the excavations undertaken by the Scarborough & District Archaeological Society in 1964/65 we now know that iron-smelting took place in north-east Yorkshire in the latter part of the Early Iron Age.[2]

In the Medieval period there was a Cistercian nunnery at Rosedale but there is no indication of monastic iron-working. Such working appears to have been undertaken by laymen. In 1209 there was a Royal confirmation of the gift of land in Rosedale, including the meadow of Baggethwaite, by Robert de Stuteville to the nunnery. Baggethwaite may be the water-meadows to the south of the village now called the Alders. A confirmation of 1327/28 repeats the Stuteville grant but excepts a forge in Baggethwaite, from which it can be assumed that laymen were engaged in iron-working in Rosedale at that date.[3]

The Abbot of St Mary's Abbey, York, possessed extensive properties in this neighbourhood, chiefly between the rivers Seven and Dove. In 1339 the Abbot granted a lease to John, son of Richard the Chief 'Smytheman', the right to occupy a plot of land in the abbot's forest of Rosedale in order to seek for and smelt iron ore within the abbot's demesne. He was also allowed to obtain fuel for his furnace from the abbot's wood. John undertook in return to deliver sixteen stones of iron each week to the abbot's servant at Spaunton from the time when he began to smelt the ironstone until the following Christmas. However, if he should find iron ore within the abbot's property before Christmas then John would deliver eighteen stones a week. This implies that iron working was already established in the area when the indenture was signed on the 18th August 1339, probably under the control of John's father, the Chief Smithman.[4]

The actual site of the medieval iron works at Rosedale has not been located but small bloomeries are easily built and do not occupy a large area. They have been discovered in neighbouring dales, notably the example above Postgate Farm, Glaisdale, which was excavated by Mr George Harland of Glaisdale in 1963. This was built in an oval hollow, partly rock-cut and partly stone-lined, measuring 8 ft long, 3 ft wide and $3\frac{1}{2}$ ft deep. A mass of ironstone and slag was embedded in the base. The site was situated high up on the valley side, over 700 ft above sea level and had only just escaped destruction from 19th century ironstone workings. Sherds of the 13th or 14th centuries were found associated and it is probable that the Postgate furnace was worked by Guisborough Priory which is known to have had 'forges' in this neighbourhood in the 13th century.[5]

The fuel used in Medieval furnaces was mainly charcoal, of which that obtained from oak was preferred. Although the moorland dales were originally densely wooded the production of charcoal made heavy inroads and lack of suitable timber may well have contributed to the decline of the industry for at the end of the 18th century it was stated that 'The only place on these moors where any iron is now forged, is at Ayton, near Hackness'.[6] This site in Forge Valley was also in decline and became disused by 1811.[7] One reason given for the abandonment of the Ayton Forge was the want of a

navigable canal and the greater transport difficulties experienced in the remoter valleys must have been a further important factor in the decay of the earlier ironstone industry in north-east Yorkshire.

West Mine (Low Works or Hollins Mines), Rosedale West

The modern working of ironstone in Rosedale began near Hollins Farm in Rosedale West in 1856 when a lease was given by Thomas Garbutt to George Leeman (deputy chairman of the North Eastern Railway), Isaac Hartas and Alexander Clunes Sheriff. Samples of ore from this quarry were soon found to be of very high quality for in the following year it was stated that Rosedale 'has lately sprung into notice through discovery of an extensive deposit of ironstone of unusual thickness; the ore is highly magnetic, and yields a large percentage of metal ..... the vein is about 18 feet in thickness and is easily worked by drifting'.[8] In 1859 a sixty years lease of 8000 acres was granted to the above-mentioned partners by Henry Brewster Darley, a royalty of 6d per ton being payable to the latter. The partners formed the Rosedale and Ferryhill Iron Company. During the first few years three to four thousand tons of ore were taken by horse-drawn wagons to Pickering and then carried by rail via Malton and Pilmoor to various ironworks, including the Derwent Works, Consett.

When the N.E.R. completed the Rosedale Branch in 1861 an incline tramway was built from the horizontal drifts of the Hollins Mines in the valley side to the standard-gauge terminus high on Spaunton Moor at Bank Top. The ore was then transported in rope-hauled wagons for a half-mile along this tramway, ascending about 400 feet, to the large kilns erected alongside the N.E.R. branch. The ore was tipped into the kilns from above and then 'roasted' to drive off water and carbonic acid gas, a process known as calcination. This reduced the weight of the transported ironstone which resulted in a saving of carriage costs and royalties, although the 'roasting' process involved the use of coal. At first a certain amount of poor coal was obtained from local moorland pits, but later it was all brought up the Ingleby Incline from Co. Durham. Much of the masonry of the kilns still remains at the Bank Top, but the front shutters and other ironwork have been

removed. The line of the tramway to the mines is clearly visible, with a blocked-up road overbridge near the top of Rosedale Bank.

The most impressive relic of the mines is the famous Rosedale chimney, a landmark for many miles around. This was the chimney of the engine-house for the winding-gear of the incline tramway. Each of the three large low pressure boilers of the Collins standing tube type weighed 2½ tons and was hauled to the engine house from Pickering by way of the Hutton-le-Hole-Bank Top road by forty horses. Two were later removed to the East Mires by rail. The great height of the Rosedale chimney is explained by the demand by Mr Darley, the landowner, that the smoke should not upset his grouse! The builder, John Flintoft of Lastingham, is said to have danced on the top upon completion of the task.

The calcination process produced vast quantities of waste known as calcine dust which were tipped below the kilns. This accumulation was rich in iron oxide and, as at the East Mines, much of it was removed at a later date.

In the first full year of operation, after the completion of the railway over 200,000 tons of ore were carried from the West Mines and this figure rose to nearly 300,000 tons in 1864.

The most valuable ironstone produced at the West Mines was the magnetic ore found in two troughs in the Alum Shale forming an abnormal thickening of the Dogger ironstone. These were known as Kitchen's Deposit and Garbutt's Deposit and were about 70 feet thick in the centre, with an extension into the dale-side of ¼ mile. The period of maximum production was the years 1872/74 under the management of J. Parkin, but the end was not far ahead. A strike of miners from May 11 to June 22, 1874 brought about a temporary closure but those who were not dismissed are said to have returned to work for less wages. A recession in the iron industry brought a further period of closure in March 1879. A new company was formed - the West Rosedale Ironstone Co. - but it only continued working until the final closure in 1885.

Sheriff's Pit, Rosedale West

The other important ironstone workings on the west side of Rosedale were those known finally as Sheriff's Pit, about 2 miles north-west of the Hollins Mines and near the hamlet of Thorgill. These were originally leased to a Mrs Jane Spink in 1857 but were later worked by the Rosedale & Ferryhill Iron Co. Unlike the other local workings it operated in similar manner to a coalmine, the ore being raised to the surface through a vertical shaft sunk 270 ft alongside the N.E.R. Rosedale Branch. Horizontal drifts were driven into the dale-side at the outcrop above Medd's Farm, Thorgill, at an altitude of about 825 ft, one of which extended to the base of the vertical shaft a distance of about 1500 ft. This was used by a tramway carrying the ore from a loading-bay established on a terrace at the entrances to the drifts. At the pit-head the ore was tipped directly into N.E.R. wagons without undergoing the calcination process on the spot. A trade recession brought about the failure of the Rosedale & Ferryhill Iron Co. and a closure of the mines in March 1879. They were not reopened until 1881.

Sheriff's Pit came under the control of the Carlton Iron Co. Ltd shortly after the Rosedale Estate passed into the hands of the present owners, the Milburn family, in 1879. Francis J. H. Lascelles became manager and lived in a substantial house by the shaft. Sheriff's Pit continued in operation until 1911 when the difficulties of underground haulage and infiltration of water became too great. The seam of ironstone varied in thickness from about 8 ft at the outcrop to 5 ft where the work was abandoned, but the useable stone gradually got narrower until the working place was only about 80 yards wide when left. There were indications that the ironstone was entirely disappearing. The gear was removed in the same year as the closure. Today the great open shaft remains but only ruins and foundations of the buildings are visible alongside the track of the N.E.R. branch. Traces of a building and the loading-bay are to be found at the quarries and tips above Medd's Farm.

William Champion, who died in 1966 at the age of 97 worked at Sheriff's Pit from boyhood as a blacksmith. He had a small 'sharpening hut' at the

loading-bay and a forge near the shaft. His work included the making of horse-shoes and the shoeing of the pit's 32 ponies and the forging and sharpening of picks, axes and hammers. When Sheriff's Pit closed he went to work as head blacksmith at the East Mines, where he has been credited as the mechanical and engineering brains behind the working of the mine.[10]

East Mines. Rosedale East

The rich deposits of ironstone on the east side of Rosedale appear to have been discovered shortly after those of the west side and working commenced about 1859-60 by the proprietors of the West Mines - the Rosedale and Ferryhill Iron Co. - who continued operations until the failure of their company in 1879. The Carlton Iron Co. Ltd then obtained a lease and worked the mines under the managership of F. J.H. Lascelles until 1911 when the company also abandoned operations at Sheriff's Pit. However, the mines were reopened again in the following year by Messrs Lascelles and Shepherd and were worked with profit during the first World War. In 1919 they were taken over by Messrs J. Shepherd and H. Pringle but their days were numbered as production costs rose and competition with low-priced foreign iron ore became acute. The final blow was the General Strike of 1926, from which time the mines of Rosedale have never reopened.

The bed of workable stone attained as much as 14 ft in thickness of good quality ironstone but, although a substantial thickness averaging 16 ft was maintained, the quality deteriorated until working became unprofitable. For a short distance a seam of magnetic stone 14 inches thick occurred. Infiltration of water was always a problem and pumps were in constant use. The workings were extensive with horizontal drifts penetrating deeply into the upper valley-side at an altitude of about 925 ft, somewhat above the level of the N.E.R. Rosedale Branch East. The drifts possessed a 9 ft headroom and some were 12 ft wide. Open lamps and candles were used at first to provide light, no explosive gas being present, although foul air was a danger and the square squat chimney still standing above the old kilns near Low Baring acted as a ventilator. In 1866, the first full year of operation of the Rosedale

East Branch of the N.E.R., over 168,000 tons of ironstone were produced by the East Mines but this figure had doubled in the early 1870s. However, these tonnage figures were only maintained for a few years and under the Carlton Iron Co. production was at a much lower level.

The ore wagons were originally horse-drawn but later a steam boiler brought from the Bank Top engine house was used to provide power for the rope-hauling of the wagons from the interior to the 'roasting' kilns alongside the N.E.R. line. The masonry of these kilns still stands as an interesting monument to the ironstone industry although all the ironwork has disappeared. The older kilns were about $\frac{1}{4}$ mile north of Rosedale Station and the later kilns nearly $\frac{1}{2}$ mile further north at High Baring. In 1900 an electric generating plant was installed, a remarkable innovation at that early period, especially in view of the remoteness of the mine, and electricity was used for lighting, drilling and haulage. This plant was removed when the Carlton Iron Co. ceased operations in 1911.

In the early years of the East Mines the ironstone outcrop was extensively quarried along the escarpment eastward from the Old Kilns to the Knott Road and then along the western edge of North Dale to the northern end of the hill of Bell Top, a narrow-gauge (3 ft 0 ins.) tramway following the line of the workings. At its maximum extent this tramway would have had a length of about $1\frac{1}{4}$ miles. Steam traction was used from about 1873 and the engine-shed is said to have been erected at the east side of Clough Dike to house two 0 - 4 - 0 ST locomotives 'Rosedale' and 'Emily'. The line maintained a remarkably even gradient through the horizontal series of quarries at an altitude of about 850 ft and most of its terrace-like course can be clearly followed today. Knott Road was carried over the line by a bridge which was long ago replaced by an embankment. The tramway had a short life and was probably abandoned about 1879, when the Rosedale & Ferryhill Iron Co. ceased to function.

The calcine dust which had accumulated below the kilns as a waste product was found to be of commercial value and after closure of the mines in 1926 it was removed by Messrs T. W. Ward of Sheffield for processing at Middlesbrough. The last load was transported on 11 January 1929.

Blakey Mines (Farndale Old Works), Farndale East

Although the Blakey Mines were not within Rosedale it is permissible to give them passing mention as they were served by the Rosedale Branch of the N.E.R., who put in a spur about three quarters of a mile long from a point just short of Blakey Junction. This spur was connected to the workings by an incline tramway over $\frac{1}{4}$ mile long by which the ore was raised about 300 ft. The ironstone was obtained by quarrying along the Dogger outcrop for a for a distance of over $\frac{1}{4}$ mile at an altitude of about 925 ft on the east side of Farndale high above the parish church of St Mary. The tramway continued horizontally along the line of the quarries. Operations were begun in 1873 by Navery & Co. in the hope of obtaining the valuable magnetic ironstone found at the West Mines, but a miner employed on the site remarked that they produced 'not enough iron to make nails for my boots'. The mines ceased working in 1895. It was stated in 1913 that there have been no proved indications that workable ironstone exists in Farndale, so presumably the ore obtained at the Blakey Mines was of inferior quality. The N.E.R. spur was lifted before 1910. Little remains of the mine buildings but traces of the winding house at the top of the incline and a stone building near the bottom of the incline can be found.

Rosedale in the Mining Era

Cottages built for the miners and other employees near the Hollins Mines were known as Low Row and High Row and near the East Mines as High Baring, Florence Terrace, Hill Cottages and School Row. The High Row, High Baring and Florence Terrace Cottages have been destroyed but the other groups are still inhabited. Other miners lived in the village of Rosedale Abbey and in the hamlet of Thorgill, many as lodgers. During the 1870s overcrowding was so acute that it is said that 'beds were never cold' as shift replaced shift . The surrounding villages provided some local labour and men from Hutton-le-Hole, Lastingham and Cropton to the south and from Castleton to the north found employment in the mines, many walking to and from the workings

over rough moorland tracks each day, a formidable task in snow, rain or high winds. In severe weather men are known to have arrived home encased in ice. The winters of 1878/79, 1882/83, 1894/95 and 1916/17 were particularly severe. Snowstorms said to have been of the greatest violence on record swept the moors in the winter of 1894/95, which was one of the coldest ever experienced in England. A party of miners from Sheriff's Pit lost their way in one storm and only reached their homes with great difficulty.

Miners also migrated to Rosedale from other areas, including Ireland and Scotland and even negroes are known to have found their way to this remote valley. The decline in the industry after the first World War brought about a gradual drift of workers to the mines of North Cleveland and Co. Durham. Others remained and obtained work locally in agriculture and forestry. There were those with optimistic hopes of a reopening of the Rosedale mines, especially during the second World War, but these have completely faded with the closing in 1964 of the last ironstone mine in north-east Yorkshire.

The rise and fall of the Rosedale ironstone industry is reflected in the population figures for the two civil parishes. In 1851, before the mines were working Rosedale East had 373 inhabitants and Rosedale West only 175. When the mines were flourishing in 1871 the population of Rosedale East had increased to the peak figure of 2041 and that of Rosedale West to 798. At the time of the trade recession in 1881 the combined population of the two parishes had slumped to a mere 700. With Sheriff's Pit and the East Mines working again the census of 1891 shows nearly double the 1881 figure. The mining community in Scugdale are said to have moved to Rosedale when the ironstone mine in the parish of Whorlton closed in 1888. At the date of the closure of Sheriff's Pit in 1911 the population was again falling and this decline continued, although in 1931, several years after the final closure of all the mine workings and the dismantling of the railway, the population of the valley was substantially above the 1851 figure. However, by the time of the 1961 census the two parishes possessed little more than half the inhabitants of pre-mining days and only a tenth of the population of the flourishing years of the early 1870s.

The little community known as Rosedale Abbey, around the site of the Cistercian nunnery, remained the only village in the valley. Of the monastic buildings only a fragment of an angle with two buttresses and a spiral staircase survive, but the village possessed the parish church of St Mary and St Lawrence (rebuilt 1839), two Methodist chapels, the 'Crown Inn', a mill, several shops and other tradesmen. To these were added a number of miners' cottages and in 1873 the Rosedale & Ferryhill Iron Co. built a lecture hall with a schoolroom above. The latter still occupies the end of a range of cottages, with three tall round-headed lancets in the gable-end. Owing to a large number of accidents, partly caused by the employment of inexperienced men, the lecture hall was turned into a temporary hospital shortly after it was opened.

Even in the middle of last century Rosedale was popular with pleasure parties and sportsmen - the inn being well patronised. Contact with the outside world was maintained by the carrier who went to Pickering three times a week and to Kirbymoorside twice. After 1861 there was the railway at Bank Top, 500 ft above the village, and from 1865 at Rosedale 'Depot' nearly a mile and three quarters to the north.

Rosedale Abbey is within the civil parish of Rosedale East which also includes the various groups and terraces of cottages near Rosedale 'Depot' and the East Mines. In this locality a Methodist chapel and school were built in 1872 and a shop and a few tradesmen became established.

The parish of Rosedale West possesses no village but includes the cottages near the West Mines, those at Bank Top and the scattered little community of Thorgill under the crags of the west side. The latter had a grocer and a Methodist chapel and near the foot of Rosedale Bank was and still is the White Horse Inn.

Population of Rosedale 1851-1961

	Rosedale East	Rosedale West	Total
1851	373	175	558
1861	446	338	784
1871	2041	798	2839
1881	393	309	702
1891	815	549	1364
1901	882	514	1396
1911	774	329	1103
1931	677	285	962
1961	203	83	286

Production of Ironstone at Rosedale

Year	Total Tons	West Mines Tons	East Mines Tons	Remarks
1861	79,786	79,786		
1862	219,123	219,123		
1863	224,889	224,889		
1864	297,579	297,579		
1865	250,000	250,000		
1866	233,382	61,643	168,739	East Mines in operation
1867	178,227			
1868	210,082			
1869	269,595			
1870	317,060			
1871	314,394			
1872	450,350			
1873	560,668			
1874	473,140			
1875	383,914	79,306	292,326	Sheriff's Pit in operation
1876	383,828	117,405	266,422	
1877	347,486	85,685	258,801	
1878	234,150	55,245	178,905	
1879	25,593	6,874	18,718	Mines closed from March
1880	Nil			
1881	6,079			Sheriff's Pit re-opened

Part II: THE ROSEDALE RAILWAY

From Battersby to Incline Top

In 1858 the North Yorkshire and Cleveland Railway extended its line (already opened to Stokesley in the previous year) from the North Eastern Railway's Northallerton-Stockton line at Picton to Kildale, opening stations at Ingleby, Battersby and Kildale. Battersby Station, originally Ingleby Junction, became Battersby Junction in 1878 and this name was shortened to Battersby in 1893. The station is still open to passenger traffic (freight facilities were withdrawn in 1964) and is served by the Middlesbrough-Whitby service. Within a few months of the opening of the Kildale extension the N.Y. & C.R. was absorbed by the North Eastern Railway. In 1864 the N.E.R. opened the Ayton Branch to mineral traffic thus providing a shorter route from Battersby to Middlesbrough, a line still in use by the Middlesbrough-Whitby service.[13]

At the same date as the opening of the extension to Kildale, the Ingleby Ironstone & Freestone Mining Co. opened a three mile narrow gauge line to Battersby from their ironstone mine in the scarp edge of the Cleveland Hills at Rudd Scar. The N.Y. & C.R. made an agreement with the mining company to use this line as part of their proposed branch to West Rosedale, and upon the absorption of the N.Y. & C.R. the scheme was completed by the N.E.R., who opened a single track standard gauge line from Battersby to Rosedale Bank Top, a distance of 14 miles, on March 27, 1861. Owing to narrow seams the Ingleby Mines were soon abandoned although a connecting spur was laid down by the N.E.R.

At Battersby were marshalling sidings and a three-road engine shed for the Rosedale Branch, which extended southwards in an almost direct line and on a rising gradient for over 2 miles to the beginning of the Incline at 650 ft O.D. At Incline Foot were reception sidings and several buildings, including a weigh house, of which traces remain. Nearby were railway cottages, now renovated and occupied by forestry workers.

The incline installed by the N.E.R. replaced the original incline of the Ingleby Mines which only ascended to the shafts at about 1200 ft O.D. The

new incline about one mile in length ascended to the moor top at 1370 ft on a gradient which commenced at 1 in 9 but eventually attained a maximum of 1 in 5. Wagons were hauled by steel ropes 1650 yards long passing around 14 ft drums, the descending loaded wagons, three at a time, drawing up a set of empty wagons. The journey normally took three minutes at a speed of 20 m.p.h. Except for a short length at the foot double tracks were in use on the incline and sidings were installed to divert runaway wagons. This precaution was very necessary as accidents were not infrequent despite extreme care in operation. One can imagine the fate of runaway wagons on a slope of 1 in 5!

On the exposed hill top of Greenhow Moor at the Incline Top, with its magnificent view of the Cleveland Plain and beyond, were a number of sidings and a group of buildings, which included the prominent stone-built winding drum house, workshops and four cottages. One building still stands but the drum house was dismantled in 1941. The incline has been re-used in recent years as a useful trackway by the Forestry Commission.

From Incline Top to Bank Top

From the Incline Top the continuation of the original branch to Rosedale Bank Top, a distance of eleven miles, never drops below an altitude of 1000 ft but keeps to the moor top and avoids the deep steep-sided valleys of Bransdale and Farndale by means of numerous curves. Easy gradients are maintained and expensive viaducts made unnecessary by following the contours and so extending the length of track. Cuttings and embankments are numerous, some of the latter at the dale heads being of substantial proportions.

The first section for a distance of about four miles to a point above Esklets in Westerdale, is on a falling gradient. Shortly after leaving the Incline Top the line, crossing the watershed of the North York Moors, passes through a shallow cutting which proved a snow trap and was provided with a hut housing shovels and other equipment. A further half mile brings the track to Blowworth (Blowath) Crossing, the site of a level crossing over the rough road leading from Kirbymoorside to Stokesley by way of Rudland Rigg and Ingle-

by Bank. One of the gates still remained in 1967 but the crossing-keeper's cottages have gone. Although this lonely and lofty highway is little used today it was formerly a short cut followed by the horse-drawn vehicles of the dales folk on the strenuous journey to Stokesley market.

Two great loops with cuttings and embankments carry the line eastwards around the head of Farndale and shortly after passing the seventh milepost, above the head of Westerdale, the track crosses a long embankment over the Esklets col and commences a mile-long climb southwards. A little short of the eighth milepost was a brick-built water tower supplied by two small reservoirs fed by springs on the nearby moor. After a further great northward loop to avoid Blakey Gill and with a slight fall and rise the line arrives at Blakey Junction just beyond its tenth milepost. At the latter point there was for a time a spur extending southwards to serve the Blakey Mines which were working from 1873 to 1895.

At Blakey Junction, on a narrow section of Blakey Rigg 1200 ft above sea level, a little colony of railwaymen's cottages known as Little Blakey was established near the point where the Castleton-Hutton-le-Hole road crossed the railway cutting by means of an overbridge, the only example on the entire branch. This cutting was another notorious snow trap. Road improvements in 1954, which have converted this moorland byroad into a busy highway, have filled in the bridge arch but a parapet remains. The houses have been demolished although one was still inhabited until 1955.

From Blakey Junction the Rosedale East Branch enters the original branch from the north. The latter extends in a south easterly direction along the western edge of Rosedale on a gradually falling gradient for four miles to stop short of the Rosedale Abbey-Hutton-le-Hole road at Bank Top at an altitude of about 1000 ft. Near the eleventh milepost and the former Sledge Shoe House was a reservoir fed by powerful springs and used to supply locomotives. Sledge Shoe House was occupied by a railwayman in charge of the water supply. At the twelfth milepost were the sidings for Sheriff's Pit, with its array of pit-head buildings.

The terminus of the line at Bank Top was the site of a small community of railway employees who lived in sixteen cottages at an altitude of 975 ft

immediately below the Engine Shed. Four of these were still occupied in 1964 but all were abandoned at the end of 1966. The substantial stone-built two-road engine shed was erected in 1861, enlarged in 1863 and demolished in 1937-38 to build Hutton-le-Hole village hall. Water was obtained from a reservoir behind the Rosedale chimney, which was fed by a leat a mile or so in length cut through the peat from springs on Shooting House Hill and Jewel Mere. The court leet of the manor of Spaunton fined I. Hartas & Co. one shilling and sixpence for making the channel to the reservoir and four shillings for the reservoir. The N.E.R. was fined one shilling for the reservoir at Little Blakey, presumably the one near Sledge Shoe House.

At the Bank Top were sidings for the ironstone brought up by an incline tramway from the West or Hollins Mines, half a mile to the south east, and calcined in the kilns at the terminus.

Rosedale Branch East

A single track branch to serve the East Mines was opened for traffic on August 18, 1865 by the N.E.R. although construction of the line may have been commenced by the proprietors of the mines. The entire route of four and three quarter miles follows the valley sides of Rosedale on a falling gradient until the track reaches a point on the east side of the dale a mile and three quarters north west of Rosedale Abbey. Entry to the branch from Ingleby Incline involved a reversal of trains at Blakey Junction. The first mile and a half of the route is northwards towards the head of Rosedale, passing within 300 yards of the Lion Inn, the isolated public house still serving travellers on Blakey Rigg. Near the first milepost from the junction are the ruins of a brick-built structure formerly supporting a water tank fed by a small nearby reservoir. Shortly after passing this site the construction of the line involved much engineering work, including extensive cuttings, embankments and buttressing, to bring the track down to the level of the mine entrances. The line swings round the dale head, crossing the River Seven and Reeking Gill by embankments pierced by culverts, and continues in a south-easterly direction, with at the third milepost a sharp loop around Nab Scar.

Beyond this loop a spur diverges to run parallel and at a higher level to the mine entrances at High Baring. The branch continues below, along a terrace, passing near the fourth milepost, the 'new' roasting kilns at High Baring and, in less than a further half a mile, the 'old' kilns, to reach the terminus at the Rosedale Goods Station at Low Baring, usually known as 'The Depot'.

The line, at an altitude of about 825 ft, is now only about 100 ft above the little community of cottages on the Daleside Road in Upper Rosedale. This contrasts with the position of the Bank Top terminus which stands over 500 ft above the nearby village of Rosedale Abbey.

At the terminus were a long row of railway cottages, now demolished, a goods shed still used by a farmer, stone-built coal staithes which are also still standing, and the 'Depot Cottage' which remains inhabited.

In the 1870s a 3-foot gauge tramway from the 'old' kilns extended eastwards from the 'Depot' for about one mile to Bell Top.

Operation of the Line

During the peak period of production - 1870-77 - the Rosedale Branch carried a daily average of 1000 tons or more of iron ore and night working was found necessary to cope with the high volume of traffic. The maximum load per train appears to have been fifteen loaded wagons or thirty empties. Incoming traffic was light, but included coal, foodstuffs, fertilizers, timber and oil, and some farm produce was carried northwards.

No passenger coaches were used on the branch, but passengers issued with passes, chiefly railwaymen and members of their families, were carried in the goods brake vans in the section above the Ingleby Incline. They had to walk down the incline and transfer to ordinary passenger trains at Battersby. School children were also carried.

The moorland areas above the incline being virtually uninhabited, except for a meagre population of sheep, it was found unnecessary to fence the line. Unfortunately the sheep adopted the fatal habit of sleeping on

the track, but it was undoubtedly cheaper to compensate the owners than provide fences, particularly as it is unlikely that all the accidents were reported. Sounding the whistle and pelting with coal seem to have been the usual methods employed to dislodge sheep. Grouse and rabbits appear to have also suffered in the vicinity of the line. One engine driver by the name of Jacob Baker was known to stop the train if there was a possibility of catching game. On one occasion a linesman, finding a very dead grouse, set it in view of the line as the train approached. What Jacob said when he dismounted is unprintable!

The line was unsignalled - a simple staff system control being used with a control point at Blakey Junction. A telephone line followed the entire route although it was frequently brought down by gales and snow. It is stated that brake vans and empty wagons were allowed to coast downhill to the two termini from Blakey Junction.

Normally five 0 - 6 - 0 tender engines were employed above the incline and were housed at the Bank Top shed. At the closure of the branch these engines belonged to N.E. Class P (L.N.E.R. Class J24), the last of which, No. 1893, was lowered down the incline in 1929. The Battersby Engine Shed housed about nine locomotives, also normally six-coupled tender classes, which were employed between the Incline Foot and Ferryhill, Middlesbrough, etc.

Owing to the difficult task of lowering engines down the incline repairs were undertaken as far as possible at the Bank Top shed. When overhauls became necessary the locomotive's centre wheels were removed at the shed and the engine was towed to the Incline Top. To offset the severe conditions experienced by the engine crews tender windshields were fitted to all engines and tarpaulins were frequently added. Derailments of rolling stock were overcome by means of lifting jacks and improvisation was often responsible for keeping the traffic moving.

Life on the Branch

According to Mr J. W. Featherstone, formerly of Battersby, who was in charge of the Ingleby Incline during the last years of operation, the life of the railway workers and their families living in cottages on the exposed moorland 1200 to 1350 ft above sea level was hard, especially in winter, but they were friendly and happy communities. The families at Incline Top, which received the ironic nickname 'Siberia', were often joined by those from Bloworth Crossing in communal gatherings of a type fast vanishing. The children went to the school near the church in Farndale East by train on Monday mornings. They were joined at Blakey Junction by another group for the long downhill walk to the school. Hampers of food were taken for the five days they were lodged with Farndale folk until their return from Blakey by train on Friday afternoons. An old Farndale resident recently stated that he could count more children coming down Blakey Bank on Monday mornings than the total number at Farndale School today.

Supplies were brought by rail, but a shopping expedition involved an awkward journey by train via Battersby to Stockton, Stokesley or Middlesbrough .The incline had to be walked in both directions.

The railwaymen at Bank Top were better placed for facilities, with the village of Rosedale Abbey a little more than half a mile distant, although a return climb of 500 ft up the notoriously steep Rosedale Bank (1 in 3 in part) would have to be faced! However, the village shops, public houses and tradesmen, the church and chapels, and the school were available within a reasonable distance.

The working of the branch in winter was often difficult and dangerous as the moors are notorious for their heavy snowfalls and high winds. Several snowploughs were stationed at Bank Top and these, coupled to two or more engines and a van, were employed in keeping the line clear.

The winter of 1878/79 was particularly severe beginning with a heavy snowfall on 23rd November and ending with a thaw in February. This was followed within a few years by the severe winter of 1882/83 in which the Rosedale Branch was completely blocked by drifts from asingle snowstorm on 2nd December. A thaw did not set in until February. The worst winter in

the history of the line was that of 1894/95, which was actually one of the coldest ever known in this country. Showstorms on the North Yorks Moors were the worst on record, eclipsing those of 1878/79. The first struck on the last day of the old year, deep drifts filling the cuttings and bringing traffic to a halt, and by 3rd January even the houses were almost completely buried. A thaw did not begin on the high ground until March 19th, but it was mid-April before the line was reopened and drifts still remained in cuttings until mid-June. A drought followed this severe weather and grouse were observed drinking from the melting snow of the cuttings. At Sheriff's Pit a huge pile of ironstone awaiting the reopening of the line was not removed before late August when a yard thickness of black snow was found underneath.

During World War I the winter of 1916/17 brought the line to a standstill for five weeks. Heavy and persistent snowfalls resulted in drifts 30 ft deep early in January and the line was not reopened until 12th February. Conditions at Blakey Junction and Incline Top were particularly difficult with engines completely buried. A train returning from the incline was trapped in drifts at Farndale Head with a woman passenger in the brake van. The crew and passenger were rescued by linesmen the following morning but had to take refuge at Esklets in Westerdale. At several places the snow was still 4 ft deep on 17th April.

Even the line's last winter proved severe, for in February 1929, during the dismantling period, conditions were made difficult by strong freezing winds. According to the engine driver 'Willy' Wood the whistle of a locomotive in steam at Blakey Junction was frozen.

Gales provided an additional hazard and winds have been known to blow wagons over the top of the incline. The worst gale in memory occurred on 11th October 1881 and caused considerable damage in north-east Yorkshire. A 'whirlwind' which accompanied a thunderstorm damaged cottages at Bank Top in 1895.

The final years

The decline of ironstone production in Rosedale after the first World War brought about a serious reduction of traffic on the branch. Where four or more trains operated each way the number dwindled to one and shortly after the final closure of the mines in 1926 the L.N.E.R. decided to abandon the line. During the 65 years of operation the branch had carried about 10 million tons of ironstone but over half of this tonnage was transported in the first 17 years. However, the waste product of the calcining kilns of the mines was found to be valuable and closure was delayed until this could be removed from the great tips below the kilns. Completion of this task occurred in January 1929 and the contract to dismantle both branches of the railway was given to T. W. Ward of Sheffield. The L.N.E.R. transported the salvaged materials down the incline and after the last locomotive had been lowered on 8th June 1929 the line was declared closed on 13th June.

Reopening of the railway was considered in connection with a proposed reservoir in Farndale for the Kingston upon Hull Corporation but this scheme never materialized.

Although the line has been abandoned nearly 40 years the track bed over the moors is in excellent condition and is often used by the vehicles of shooting parties. It provides a splendid route for the walker through the heart of the North Yorks Moors with countless view points at which to linger. Having undertaken such an excursion the visitor will readily understand the natural difficulties and isolation of the area penetrated by the Rosedale Branch over 100 years ago.

Rosedale & Lastingham Light Railway

A scheme for the construction of a light railway on the standard gauge of 4 ft 8½ ins. for a distance of about 8 miles from a point near Rosedale Abbey to a junction with the N.E.R. Helmsley Branch at Sinnington received some local financial support at the turn of the century. The scheme seems to have been promoted by a Mr Pope who was at that time a resident of Lasting-

ham. A Light Railway Order was obtained on July 31, 1900, but nearly two years were to elapse before further steps were taken.

The line was to follow the valley of the River Seven with an intermediate station for Lastingham near Askew. Construction of the railway appears to have got as far as a sod-cutting ceremony near Rosedale Abbey on June 14, 1902, at which the squire, Capt. Darley, was present. He was later heard to remark that 'It was the worst champagne he ever tasted!' The late William Swales of Lastingham (who died in 1967) staked out the proposed route but the scheme got no further.

There was apparently no proposal to connect the light railway with the existing Rosedale Branches which is not surprising considering the wide differences in altitude. That a further railway to Rosedale should have been contemplated at the period is remarkable as the population of the valley was steadily declining and ironstone production long past its prime. Possibly it was hoped that the scenic attractions of Rosedale would encourage a large number of visitors to the valley.

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(5) 'The Chartulary of Guisborough' (ed. W. Brown), Surtees Soc. Vol. 89, 190-1; R. F. Tylecote, 1965, op. cit., 118, Figs. 5 & 6; R. H. Hayes, Yorks. Arch. Journ., 1964, pt 168, 167, Fig. 2. For a general account see B. Waites, 'Medieval Iron Working in Northeast Yorkshire', Geography, XLIX, 1964, 33-43. Since completion of this paper Mr Arthur Champion has provided information which establishes the probable site of the medieval ironworks at Rosedale. He states that his father and uncle told him that during the building of the Lecture Hall in 1873 iron slag and charcoal were found in quantity. This position, adjacent to the nunnery, agrees closely with the evidence of the charters.

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We also offer thanks for information to the late Mr Wm Champion and the late Mr Wm Swales, and to Messrs A. Champion, B. Frank, F. Spenceley, F. W. Featherstone, K. Hoole and members of the Rosedale W.E.A. Class of 1964-65.

EXCAVATIONS AT THE DESERTED MEDIEVAL VILLAGE OF OSGODBY NEAR SCARBOROUGH, 1956-65

By Peter G. Farmer

Introductory

Since the first excavations of 1956 the Scarborough and District Archaeological Society has undertaken three more excavations in 1963, 1964 and 1965. Of these four excavations, the only publication has been a report of the 1963 work (Farmer, 1965). A further report is therefore long overdue.

The first excavations became necessary in the Spring of 1956, when, during the construction of a bungalow in Field 2 evidence of stone walling, cobbled floors and a quantity of medieval pottery were brought to light. These were later extended into an adjacent paddock known as 'Stubbs's Field', where pottery and structures were also found. During the same period small trial excavations were conducted in Field 1, in an endeavour to locate a building.

No further work was carried out at Osgodby until 1963, when, because of threatened road widening operations, a complete survey of Field 1 was carried out and trial holes excavated, followed by the partial excavation of two buildings.

Recovery work and another small trial excavation took place in November and December 1964, during the actual road widening.

A final and major series of excavations were conducted in July, August and September 1965, at the commencement of estate development in Field 1.

I should like to thank all those who have helped in any way with these excavations. This includes those who have done the actual digging, loaned equipment or helped in research work. My thanks are, however, especially due to the group who worked so hard, under difficult circumstances, in July and August 1965, to Mr F. C. Rimington for his guidance and for access to his notes on the 1956 excavation, to Mr G. R. Pye for information on the 1965 excavations, to Mr J. G. Rutter for his notes on the pottery, and to the farmers, the contractors, Messrs Bradleys of York, and the Scarborough Corporation for permission to dig.

The Site

The site of the village of Osgodby, 2½ miles south of Scarborough (Nat. Grid Ref. TA 057847), as it appeared in 1956, is shown in Fig. 1. The site slopes gently towards the south, and the ponds and marshy areas shown are a good indication of the clay subsoil and poor surface drainage. The manor house complex centres on the Hall Farm, and includes Park Hill and the area immediately to the south. The present buildings at Hall Farm date from the late 18th century, but include the remains of a 14th-century chantry chapel (Rimington, 1960), and are certainly built on the foundations of Wyvill Hall. By 1956 the area to the south had been built on, but it is clear from the Ordnance Survey 6 ins. sheet that there were originally a series of enclosures bordering the Cayton Road similar in size to the house enclosures in Field 1. The present track to Manor Farm is probably on the line of the back-road to these plots. The manorial complex was completed by open fields stretching across Park Hill and a series of fish ponds.

The rest of the village consisted of a series of plots each divided by a bank, and backing, at least on the northern side, on to a back-road, extending for some 150 yards on either side of the Scarborough-Cayton Road in an east-west direction. The earthworks in this field were the most pronounced, six enclosures being visible.

The 1956 Excavations

These excavations, the first to be undertaken at Osgodby, were under the direction of Mr F. C. Rimington. The information available to me for the writing of this report is contained in his notes.

Excavation in Mr Stubbs's Garden

Some pottery was recovered from this site during the construction of a bungalow; remains of cobbled floors and stone walling were also discovered. After building operations had ceased, two excavations were undertaken, in the back and front gardens respectively.

OSGODBY VILLAGE

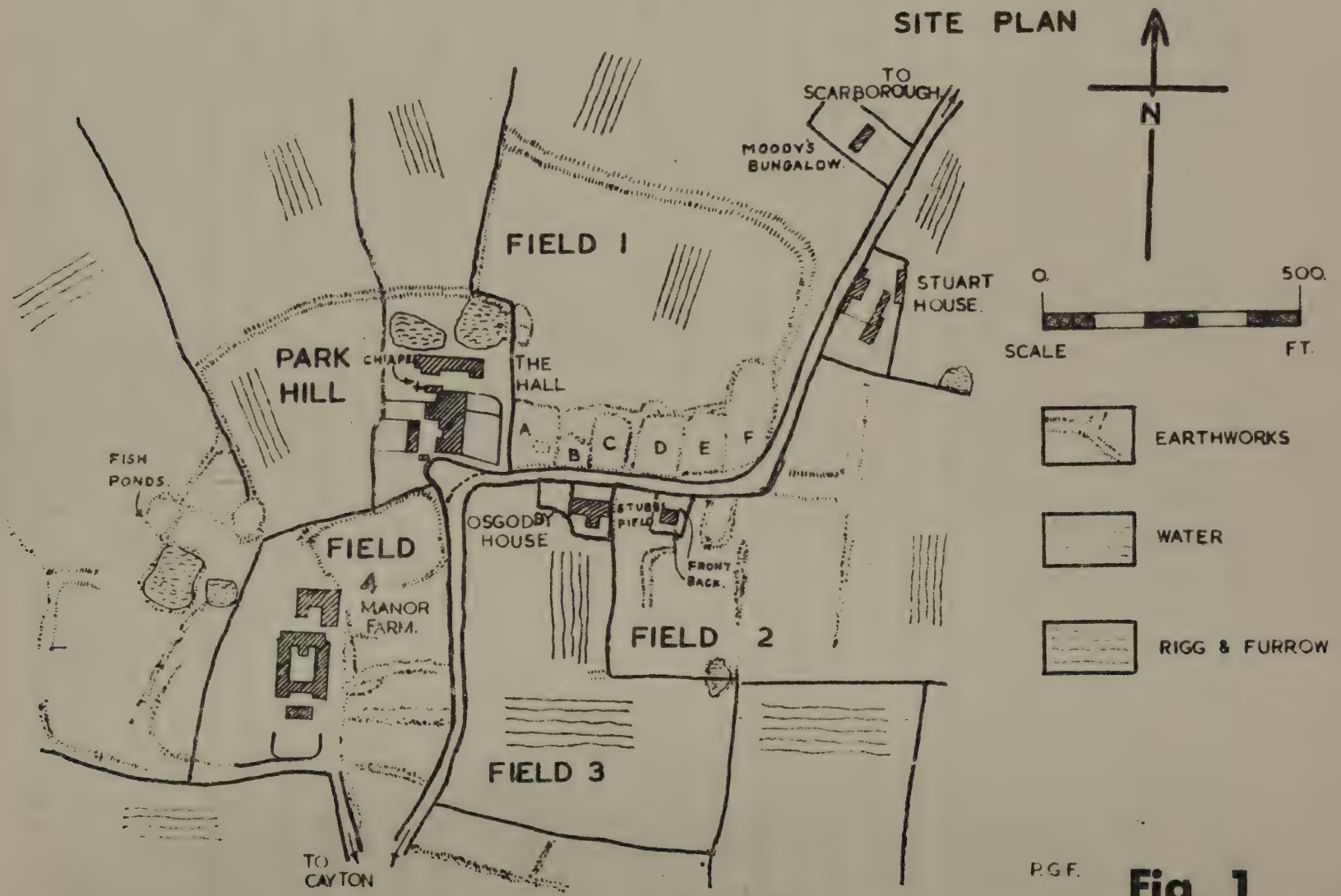


Fig 1

The Back Garden

A cobbled area with 14th-century pottery was discovered, but there is no report of foundations.

The Front Garden

(See Fig. 2)

Trench A which extended from east to west produced a layer of cobbles varying in width between 3 ft 6 ins. and 4 ft and laid directly on to the clay. This ran the whole length of the trench and the northern edge at the eastern end and was bounded by a rough stone wall, 12 ins. thick, with a cobbled floor to the north. The southern edge of the path was bounded by a layer of large rough stones. At the western end of the trench the cobbled floor had been cut by a brick land drain, probably of 19th century date. The pottery associated with the cobbled path belonged to the 16th century.

Trench B, to the south, produced an interesting pit, sunk into the solid clay, being some 5 ft in width but of unknown length and depth. It was filled with oyster, winkle and limpet shells, together with two small iron knife blades, and unglazed pottery of late 13th century date. An area of cobbles, extending for some $9\frac{1}{2}$ ft to the north of the pit, without associated pottery, was also discovered.

Trench C, excavated to determine the western limit of the pit in Trench B, and the northern edge of the path in Trench 1, was unsuccessful in both respects. No clear-cut edge to the path was found to exist, and the pit did not extend so far to the west. A large area of rough stonework and cobbles, with associated 16th-century pottery, was found in the northern end of this trench, and was probably connected with that in Trench B.

Trench D, perhaps the most interesting, produced, in its southern end, the cobbled path of Trench A, turning through 90°, and terminating at a well-built corner of rough boulders some 14 ins. in width. About 8 ft to the north of this an almost identical corner was found, with much 13th-century pottery between the two, but no evidence of a floor. The northern end of this trench contained a pit sunk into the clay, containing a mixture of bone and pottery ranging in date from the 14th to the 18th century.

Excavation in Stubbs's Field
(See Fig. 2)

Trench E. The cobbled floor found in Trenches A and D continued in the southern end of this trench; the two walls found in Trench D also continued, but were badly damaged and broken off, without any evidence being found of a western connecting wall. Significantly, the area between them showed signs of burning and contained a quantity of charcoal, bones and 13th-century pottery. The northern end of this trench produced nothing.

Trench F. The cobbled floor running along the southern edge of the site was found to be continued, with associated 16th-century pottery, in this trench. A pit complex was uncovered to the north of this floor. The first pit, roughly circular and some 24 ins. in diameter, cut into the clay to a depth of 13 ins., with fish bones, oyster, limpet and winkle shells, together with a few unglazed wall and base sherds, was concealed by a 5 ins. thick clay capping. Because of stonework projecting from the trench edge, a trench was excavated from the first pit at 90° to Trench F, to link it up with Trench G. This exposed a stone-built cistern, 3 ft 9 ins. across and 5 ft 9 ins. in length, with slightly rounded ends. The cistern was well constructed, having a stone-flagged floor 18 ins. below the top of the clay, and contained the remains of shellfish and animal bones, with a few sherds of late 13th-century unglazed pottery of the Staxton Ware type. This pit was covered with a clay capping, 9 ins. in thickness, and although only 6 ins. separated the two pits there was no apparent connection between them. The northern end of this Trench F again failed to produce a structure, but there was a scatter of poor unglazed 14th-century pottery.

Trench G. The cobbled path appearing in all the other trenches ended abruptly. There was again associated 16th-century pottery. The rounded end of the stone cistern extended some 12 ins. into this trench, and at the northern end a small group of cobbles, without associated pottery, was discovered.

Trench H. There are no records of finds or structures from this trench.

Trench I. Again no structures, but a 3 ins. thick occupation layer was found to exist at both northern and southern ends of the trench. It contained the remains of fish, shellfish, bones and teeth, with a quantity of glazed and unglazed pottery dating it to the 14th century.

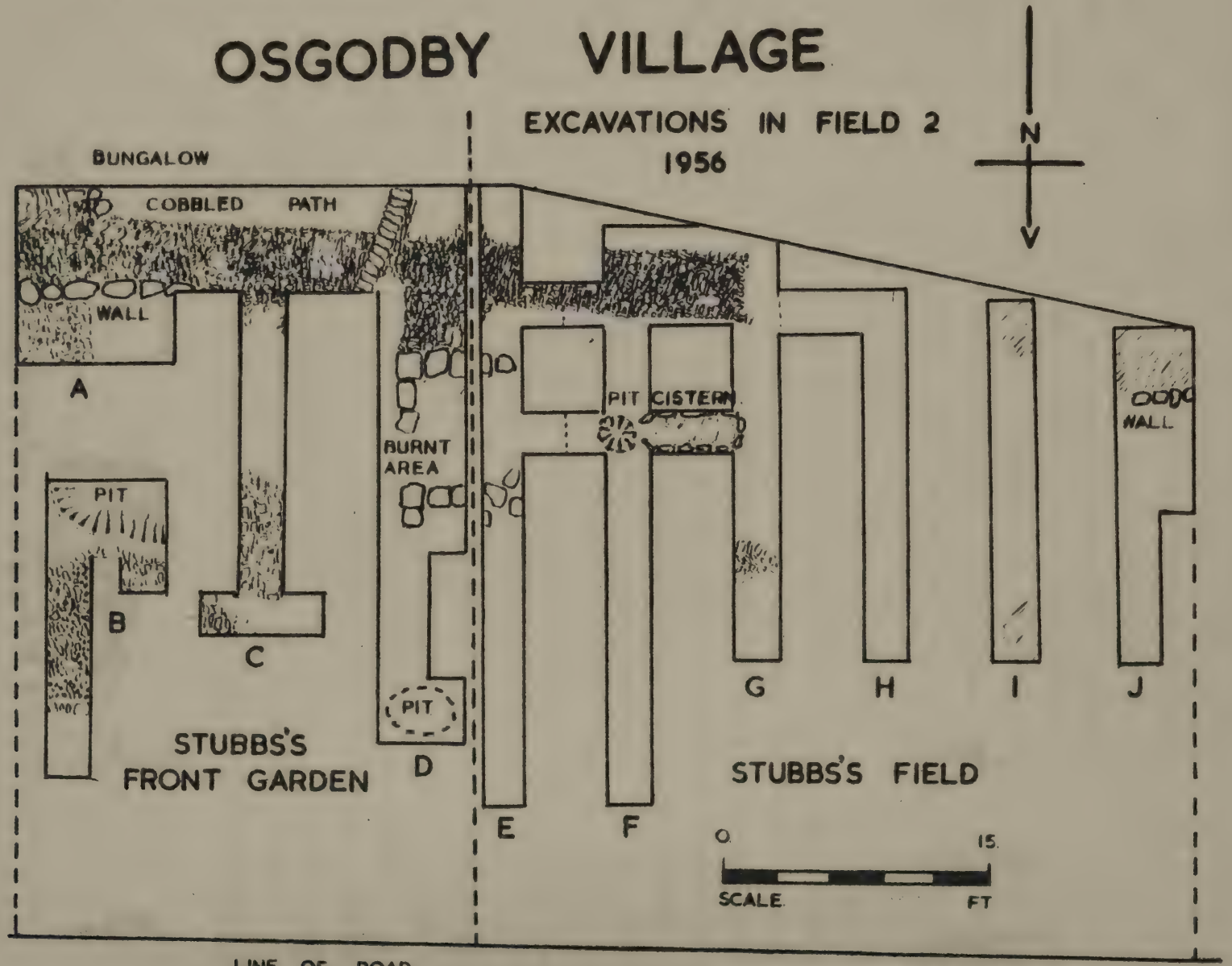

OSGODBY VILLAGE
EXCAVATIONS IN FIELD 2
1956
N
BUNGALOW
COBBLED PATH
WALL
A
PIT
B
C
BURNT AREA
PIT
D
PIT CISTERN
WALL
G
H
I
J
STUBBS'S FRONT GARDEN
STUBBS'S FIELD
E
F
0
15.
SCALE
FT
LINE OF ROAD
P.G.F. MARCH 1967 AFTER F.C.R.

Fig 2

Trench J, the last of the series, showed a continuation of the occupation layer found in Trench I, bounded on its northern edge by a very rough footings course, consisting of a row of single boulders and varying between 14 ins. and 18 ins. in width. Nothing was discovered in the northern end of the trench.

Conclusions drawn from the 1956 Excavations

The cobbled floor in Mr Stubbs's back garden was of 14th-century date, and lack of evidence as to enclosing walls indicates that this was probably a yard rather than a building floor.

As Mr Stubbs's front garden and Stubbs's Field are the same site, they must be considered together. Occupation, judged by the pottery, falls into three phases, mid-13th, 14th and 16th centuries.

All the 13th-century material was associated either with the pits or the wall foundations in Trenches D and E, and it is significant, from the viewpoint of later occupation, that at least two of the pits were sealed with clay and the walls and footings heavily robbed. The building constructed, by nature of the poor quality of the footings and their comparative narrowness, was probably of timber, with a thatched roof. The evidence of burning and lack of any form of roofing is significant in this context. The evidence thus points to an occupation of this site in the mid-13th century, and it is probable that at this time the pits were dug and the cistern in Trench F constructed.

All the pits contained in varying quantities oyster, limpet and winkle shells, together with the remains of fish. Animal bones and teeth were also present in smaller quantities. There would appear to be two possibilities for the use of the pits: water storage, or conservation of shellfish. The pits were proved to hold water, but in view of their size, the largest being only 24 ins. across, it would seem that they were not used for this purpose. It is significant that a large quantity of shellfish was found both in these pits and the stone-lined cistern were constructed in order to keep the shellfish in water so that they should remain fresh.

The 14th-century occupation seems to have been associated with Trenches I

and J at the western end of the site, and with the exception of a rough wall in Trench J no structure has survived. The cobbles forming a path at the southern end of the site, to judge by the pottery, date to the 16th century, as do the small areas of cobbles in Trenches B and C. If a building of this period existed, and in view of the path it seems probable that it did, it must have been beyond the southern limits of the excavation, on the site now occupied by the bungalow. Certainly, to judge by the reports at the time of its construction, floors and substantial walls were discovered, as well as some 16th-century pottery, which, unfortunately, cannot be shown to have been associated with the structure.

The lack of any buildings or significant pottery finds on the northern edge of the site does not prove that this area was unoccupied, as a quantity of earth had been removed and the level consequently lowered. However, with the evidence that the road formerly occupied a position slightly to the south of its present course, occupation on this site seems unlikely.

The 1963 Excavations

A report of this work has already appeared in these Transactions (see Farmer, 1965). Enclosures E and F were described and a plan of the excavations in E published.

Enclosure A

Little was said about this work in the report published in 1965, as the discoveries were of a fragmentary and inconclusive nature, with the exception of the 17th-century building. Due to the finds in 1965 a detailed report has become necessary.

Trench 1 (Fig. 3), excavated across the centre of the southern edge of the enclosure in 1963, disclosed a building with walls constructed of boulders and limestone blocks bedded in mortar and with a brick floor. A considerable quantity of broken pantiles rested thereon. The associated pottery and general construction of the building seemed to place it in the latter half of the 17th century. The 1965 excavations showed these conclusions to be substantially correct, except that the size of the building was larger than had been anticipated.

OSGODBY VILLAGE

EXCAVATIONS IN FIELD I

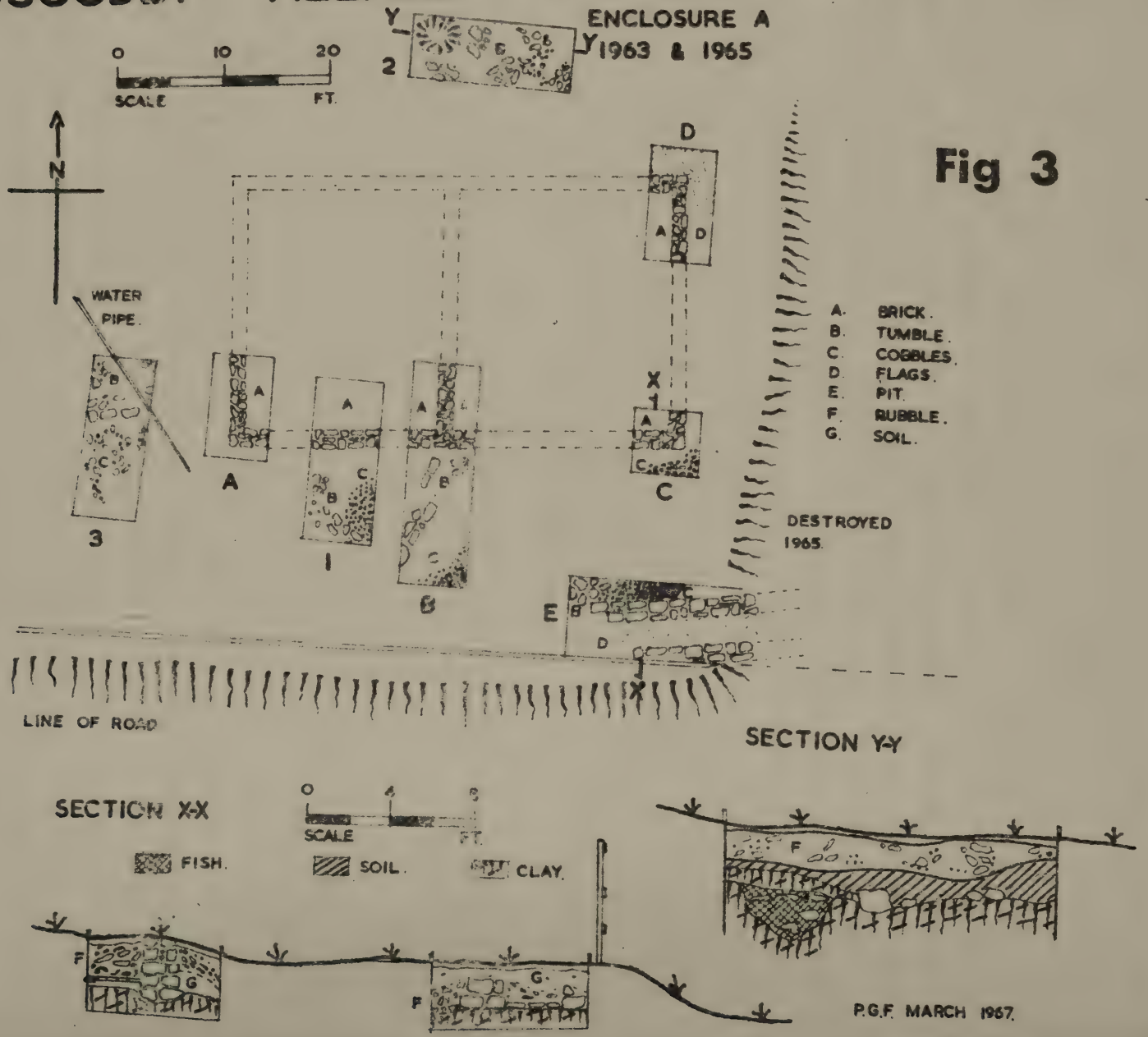


Fig 3

P.G.F. MARCH 1967.

Trench 1 also produced a very fragmentary wall running in a north-easterly direction, and a fragment of cobbled flooring in the south-eastern corner. The pottery found in the tumble was of 14th century date.

Trench 2, immediately to the north of the above building, produced a scatter of building stones and pantiles, together with Victorian pottery and 18th-century salt-glazed ware, overlying a small pit. This pit, in the north-west corner of the trench, was some 20 ft 4 ins. in diameter, and nearly 3 ft deep, with a clay capping. It was found to contain animal bones, fish remains and a quantity of limpet and oyster shells, together with a few sherds of rough unglazed late 13th-century pottery (see Section Y - Y, Fig. 5).

Trench 3 excavated in the south-western corner of the enclosure, produced the fragmentary remains of a wall 26 ins. wide, running in an east-west direction, with a cobbled floor to its south. The finds included 14th-century pottery and 15 fragments of limestone roofing slabs, including three interlocking ridge tiles. The remains of the structure had been damaged by the insertion of the 17th-century building and the laying of a modern water pipe.

The Back Road

A survey had shown that the enclosures A to F terminated on their northern edges in a rough bank approximately 3 ft high and varying from 5 to 12 ft in width, which backed on to a shallow depression some 18 ins. below the general field level, and varying between 7 and 9 ft in width. As this depression showed every sign of having been a back road to the enclosures, three sections were cut across it; Section X, half-way along enclosure E; Section Y, between enclosures C and D; and Section Z, half-way along enclosure A.

Section X (Fig. 4), 4 ft x 12 ft, produced a layer of rough uneven cobbles some 6 ins. below the surface, and resting straight on to the clay, extending some 5 ft in width. The northern bank of enclosure E proved to have been built of earth and clay, probably scooped out of the back road and the northern fringe of the enclosure. The medieval turf line was clearly visible 2 ft 8 ins below the crown of the bank. There was no evidence of a stone wall or any post holes to indicate that a structure had ever been placed thereon. On removing the cobbled road surface, which for the southerly 4 ft varied from 2 ins. to 4 ins. thick, a shallow ditch filled with cobble, sand, gravel and

silt, some 12 ins. wide and from 9 ins. to 14 ins. deep, was discovered, the whole of the road surface sloping gently towards this ditch. Unfortunately no pottery or other dateable material was found in this section.

Section Y produced almost the same results, although the 20 ft wide bank between enclosures C and D proved to be only 18 ins. above the old ground surface, the road depression being 2 ft below this. The road width was the same, and the ditch produced two unglazed wall sherds of Staxton Ware and probably of 13th century date.

Section Z (Fig. 4) was disappointing; here the road was barely visible from the surface, and the northern bank of enclosure A very shallow. The trench produced a scatter of Victorian pottery, with several pieces of stoneware dating to the 18th century. At 12 ins. below the present surface a scatter of cobbles, extending to about 5 ft, was found, but they were more irregular and less complete than those in the other two sections. The depression in the clay below the cobbled surface was not present, and the bank of enclosure A seemed to have been levelled over the road.

The Enclosure Balks

In all eleven sections were cut across the balks, which varied considerably in height and width. No finds, other than Victorian pottery, were made. There was no evidence of either walls or fences having been placed on these balks, nor any evidence of entrances from the back lane into the enclosures.

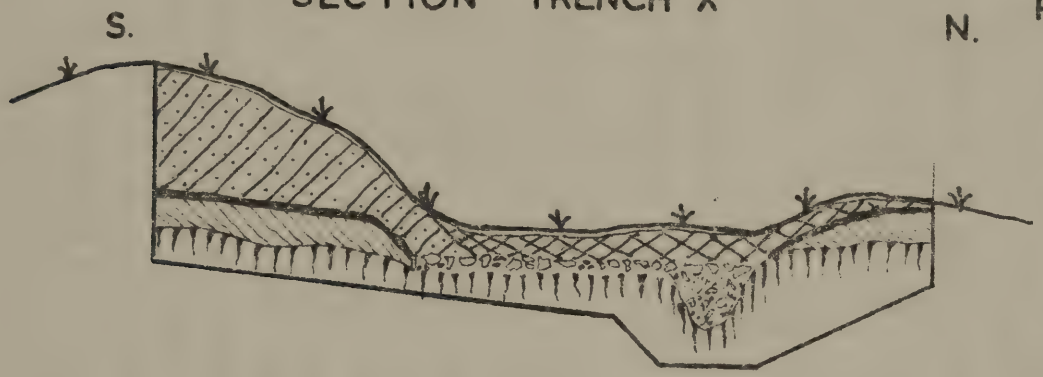
Conclusions drawn from the 1963 Excavations

A row of cottages and gardens with a back lane was found in Field 1. The road in front of the cottages appears to have occupied a position slightly south of the present road, the widening of which has destroyed the building in enclosure F and the front of the building in enclosure E. The cottages date from the 13th and 14th centuries.

OSGODBY VILLAGE

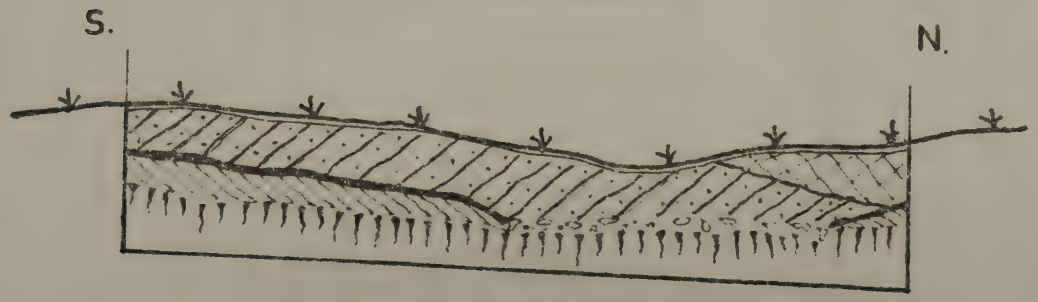
SECTIONS ACROSS THE BACK ROAD, FIELD 1, 1963

SECTION TRENCH X



MEDIEVAL TURF LINE

SECTION TRENCH Z



CLAY

COBBLES SAND & RUBBLE

SILTING

DARK SOIL.

CLAY & SOIL

P G F 1967

Fig 4

The 1964 Excavations

The work carried out in November and December 1964 was the recovery of finds during road widening operations. As previously stated, a 7 yd strip was removed from the southern boundary of Field 1. A short trench was therefore excavated in the grass verge bordering the road to the south of enclosures E and F, but no walls or structures were discovered, due to the lower level of the site. There was, however, in front of enclosure E, a scatter of 14th-century pottery. The front of enclosure F yielded a similar result, here the pottery being predominantly glazed, as had been found in the enclosure in 1963; it included 21 fragments of green glazed roofing tiles. Two fragments of tiles had small holes through them, and another five possessed rough lugs, but it is impossible to say whether there were in fact two types of tile, or whether each tile had had one lug and one hole, nor were there any fragments of ridge tile.

The evidence indicates that enclosure F contained a superior dwelling of 14th century date, the building having been destroyed by road widening.

The 1965 Excavations

The time available for excavation was very limited, and the fact that so much was recovered was due entirely to the co-operation of the contractors and the help received from Mr G. R. Pye.

Enclosure A

(Fig. 3)

The contractors started work by cutting a site road between enclosures A and B. It was therefore necessary to carry out excavations to determine the exact dimensions of the 17th-century building and to see if further medieval structures could be located.

Trench A was excavated to cut the apparent corner of the 17th-century building. A well built stone corner was found, with 2 ins. bricks used in the construction. As in Trench 1 there was an internal brick floor, but no evidence of any outside yard or earlier structure, the only pottery discovered being modern sherds in the top 9 ins. of the trench.

Trench B. During 1963 a slight bank across the centre of the building had been noticed and this trench was excavated in order to determine its construction. A wall was discovered about 3 ins. below the surface, which subsequently proved to be an internal wall to the building. The brick floor was again present at a depth of 2 ft, but the only pottery discovered in the northern end of this trench was Victorian in date.

The southern end of this trench contained a very fragmentary wall with a small area of cobbles in the eastern corner. Associated were fragments of 14th-century pottery and three pieces of limestone roofing tile. Both the wall and cobbles had been laid directly on to the clay.

Trench C located the south-east corner of the 17th-century building. A small quantity of 17th-century pottery, including the remains of a flat green glazed platter, were found mixed with the tiles and rubble inside the building above the brick floor. Outside the building, some 12 ins. below the 17th-century surface, a small group of cobbles was discovered, with three sherds of unglazed pottery and two green glazed, one being a small jug rim of Scarborough type. These rested on the cobbles and dated them to the 14th century.

Trench D. This trench located the north-eastern corner of the building, which was of similar construction to the other two corners, the wall at the top being some 20 ins. in width. Outside was discovered the only area of flooring belonging to this building; it was very rough, consisting of limestone flags and cobbles, one flag being a re-used medieval tile. There was no pottery above this, nor any evidence of occupation below.

Trench E. This was the most interesting of the trenches in enclosure A, and was cut when the site road exposed the ends of two parallel walls, with an intermediate floor, together with fragments of pottery probably belonging to the 14th century. No archaeologist was present at the time and both the pottery and the western end of the structure were lost. The subsequent excavation of Trench E disclosed a narrow passage, only 3 ft wide, floored with cobbles and limestone flags, bounded on either side by boulder and limestone walls bedded in clay. The northern wall was associated with a cobbled floor to its north, overlaid with rubble, with a narrow band consisting of burnt material and 14th-century pottery. Two fragments of 14th-century unglazed

ware were also found resting on the passage floor. By the time of the excavation the area to the south of this structure, and indeed part of the southern wall, had been scooped away. The eastern end of the structure had been destroyed at an earlier date.

Enclosure D
(Fig. 5)

Although only a small excavation, this was perhaps the most significant work done on the site, as it was the only excavation to reveal a complete building of one period.

Trench A. At a depth of 2 ft below the surface a rough cobbled floor, extending over the whole trench area, was discovered, with a scatter of unglazed pottery too fragmentary to be dateable. The cobbles were found to rest straight on to the clay.

Trench B. This trench located the front wall of a dwelling but no pottery was discovered. The cobbled area found in Trench A extended into the north-western corner of this trench, and continued until it joined the floor of the building, which was constructed of rough limestone flags and cobbles. It was significant that two large stones were found in the wall, the corner stone being 18 ins. x 23 ins., and a second stone, some 6 ft to the east, being 16 ins. x 18 ins.

Trench C. The western wall of the building was discovered, and found to contain a roughly built fireplace, which had been made of sandstone blocks, with a 36 ins. x 20 ins. hearth constructed of narrow limestone slabs set on edge. Significantly, no mortar had been used in the construction, and there was no thickening of the wall behind it. The inside of the cottage was roughly floored with limestone flags, and there were considerable areas of blackened clay between them. The wall terminated in the south in an 18 ins. square flat stone, similar to those in Trench B, and, some 18 ins. to the east of it, a post hole had been cut into the floor, the stone packing of which post hole was still intact; this would have accommodated a piece of timber of 7 ins. size. The north-western corner of the building was badly damaged, but there was good evidence for the north wall. Pottery finds were disappointing, but a few unglazed sherds discovered on the cottage floor place it in the 14th century.

Trench D located the south-eastern corner of the building. It was of similar construction to the south-western corner, the corner stone being 18 ins. x 22 ins.; the cottage floor was of similar construction to that in the other trenches, and the pottery discovered was of 14th century date.
Trench E located the north-eastern corner of the cottage. Its construction was found to be different from that of the two southern corners, a post hole instead of a flat slab forming the actual corner. It was well made, 12 ins. deep, and would easily have taken a post 9 ins. square. A small area of the cottage floor was uncovered, with associated 14th-century pottery. There was a considerable quantity of wall tumble to the north of this corner.
Trench F. Little pottery was found and the north wall was found to be in a fragmentary condition again. There was one large flat stone, similar to those in the other trenches, measuring 18 ins. x 16 ins. An area of tumble again occurred to the north of the wall.
Trench G. The result was similar to that of Trench F, another large flat stone being found. There was again little pottery.

Enclosure B

This enclosure had been partially damaged by the contractors' site road, and the cottage, or at least its northern edge, had been destroyed by levelling operations. (Fig. 6)
Trench A located the western wall of the dwelling. It proved to be very fragmentary, but the southern corner was well built. The cottage had a good cobbled floor, on which fragments of 14th-century pottery were found. On the line of the wall, half way along the trench, a clay-capped pit was discovered. Excavation showed this to be 3 ft x 2 ft 6 ins., and cut 2 ft into the clay. It was filled with the remains of fish, oyster and limpet shells, together with animal bones and 13th-century pottery. It is similar in date, and probably in purpose, to the other pits discovered on this village site, and was certainly filled and capped over before the wall was built.
Trench B. This trench cut across the southern wall of the building, which was found to be 2 ft 2 ins. wide, and constructed of boulders set in clay. The cobbled floor was again discovered inside the building, with pottery similar to that in Trench A.

OSGODBY VILLAGE

1965 EXCAVATIONS IN FIELD I

ENCLOSURE D

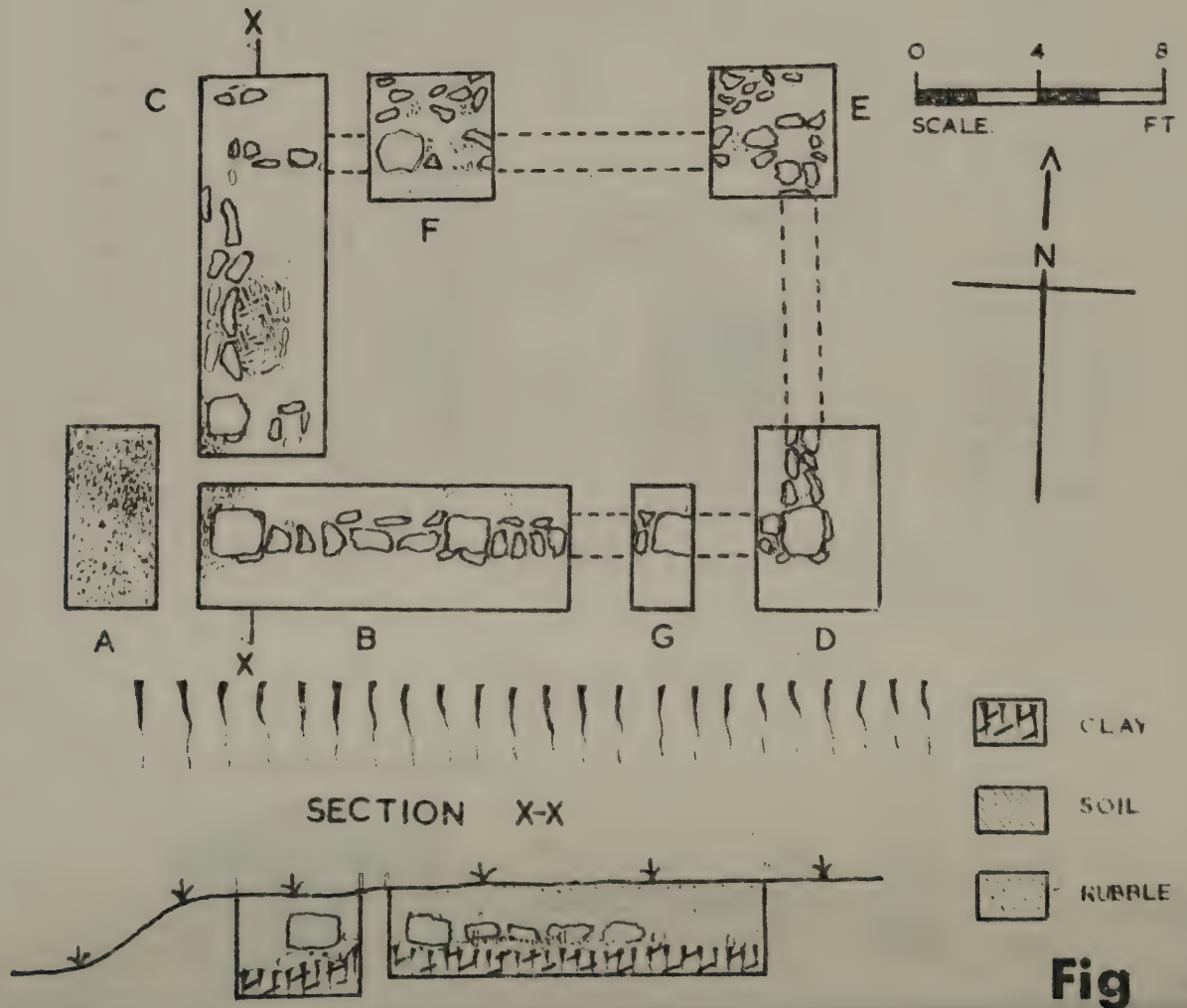


Fig 5

OSGODBY VILLAGE

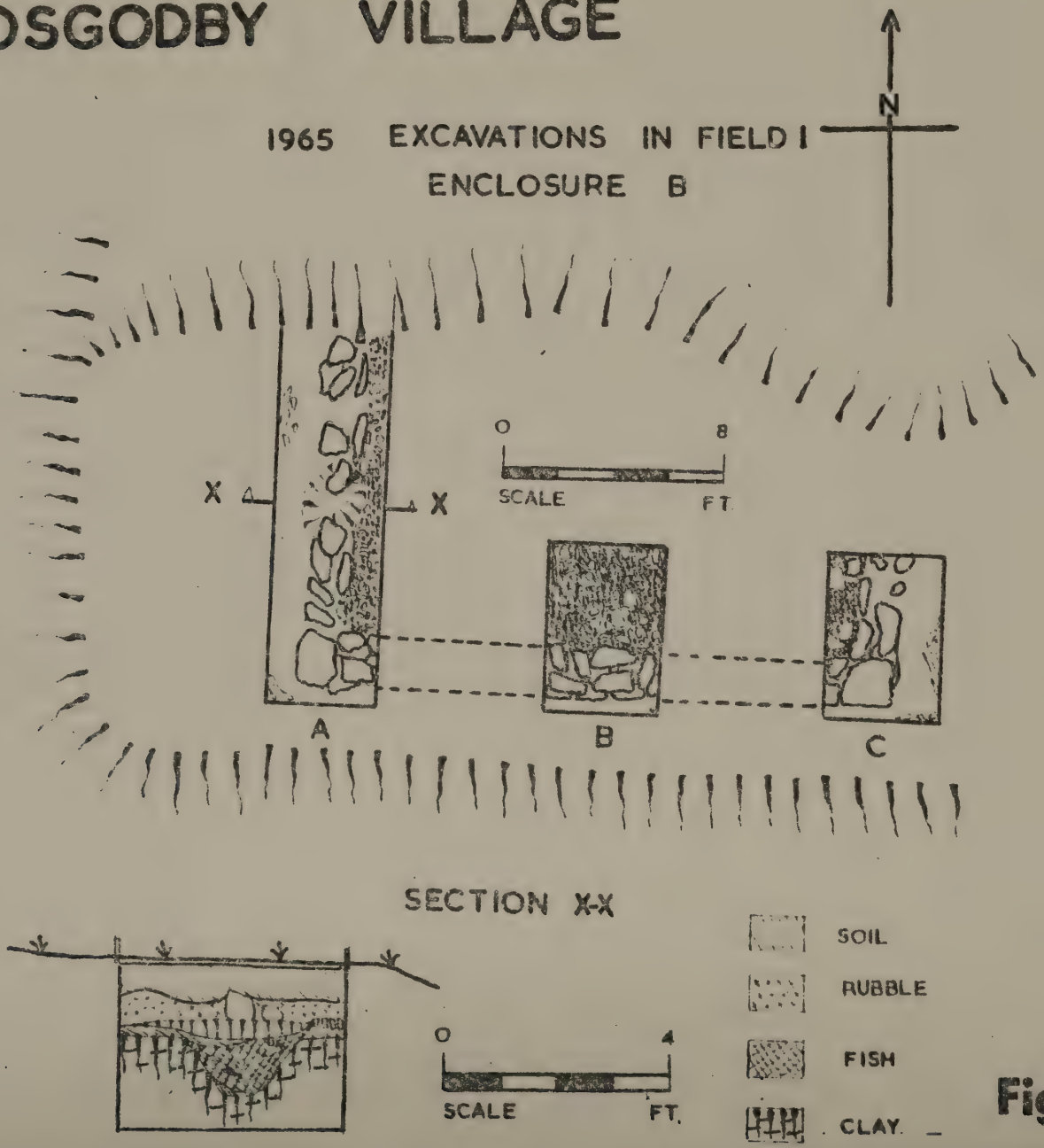


Fig 6

Trench C. Here we were fortunate in locating the south-eastern corner of the building. This was similar to the corner found in Trench A, but the eastern wall had been badly damaged in the northern end of this trench. The few sherds of pottery, discovered on the cottage floor, date it to the 14th century.

Enclosure C

No work was possible in this enclosure, but the building, if it ever existed, was not destroyed. This enclosure was somewhat lower than the general field level, and the contractors levelled the area with earth removed from enclosures A and B before building commenced.

Bank at Western Side of Field 1

This bank was clearly visible from the ground, extending approximately 75 ft along the north edge of the pond and 90 ft along the eastern edge of the pond.

Trenches were excavated as shown on the plan (Fig. 7) and a substantial wall located. It varied in width between 2 ft 6 ins. and 3 ft and had been built on an earlier clay and turf bank. This wall had been destroyed where it left the bank at its southern end. It ended at the western edge of Field 1 with a good square end just above the level of the ditch. The remarkable feature of this wall was its corner, which consisted of a circle of stones seven in number resting on the clay bank and enclosing a post hole filled with rubble and dark soil. This post hole, 2 ft deep, still had retained its packing stones. A scatter of pottery was found in the nine trenches excavated, but this was mainly 17th-century and clearly post wall, hence the wall has remained undated.

The bank on which the wall rested had clearly been built to act as a retaining bank for the pond inside the Hall enclosure, and as far as can be ascertained formed the boundary to this enclosure. The wall, which had been constructed at a later date, was again a boundary, but the reasons for the corner post are obscure.

Conclusions drawn from the 1965 Enclosure Excavations

Enclosure A

During the 17th century, a rectangular building, 42 ft x 25 ft, divided into two parts, had been constructed. It had a brick floor, and there was evidence for a paved area to the north. The quantity of broken pantiles show that, at some time during its life, it had been roofed with these. The lack of any associated occupation layer, and the dimensions of the building, suggest that its use was agricultural rather than domestic.

Trench 2, in 1963, had produced tumble, and, beneath a clay capping, a pit similar in date, construction and content to those discovered in Field 2 in 1956, and therefore presumably constructed for the same purpose. This is also evidence for there having been a dwelling in this enclosure during the 13th century.

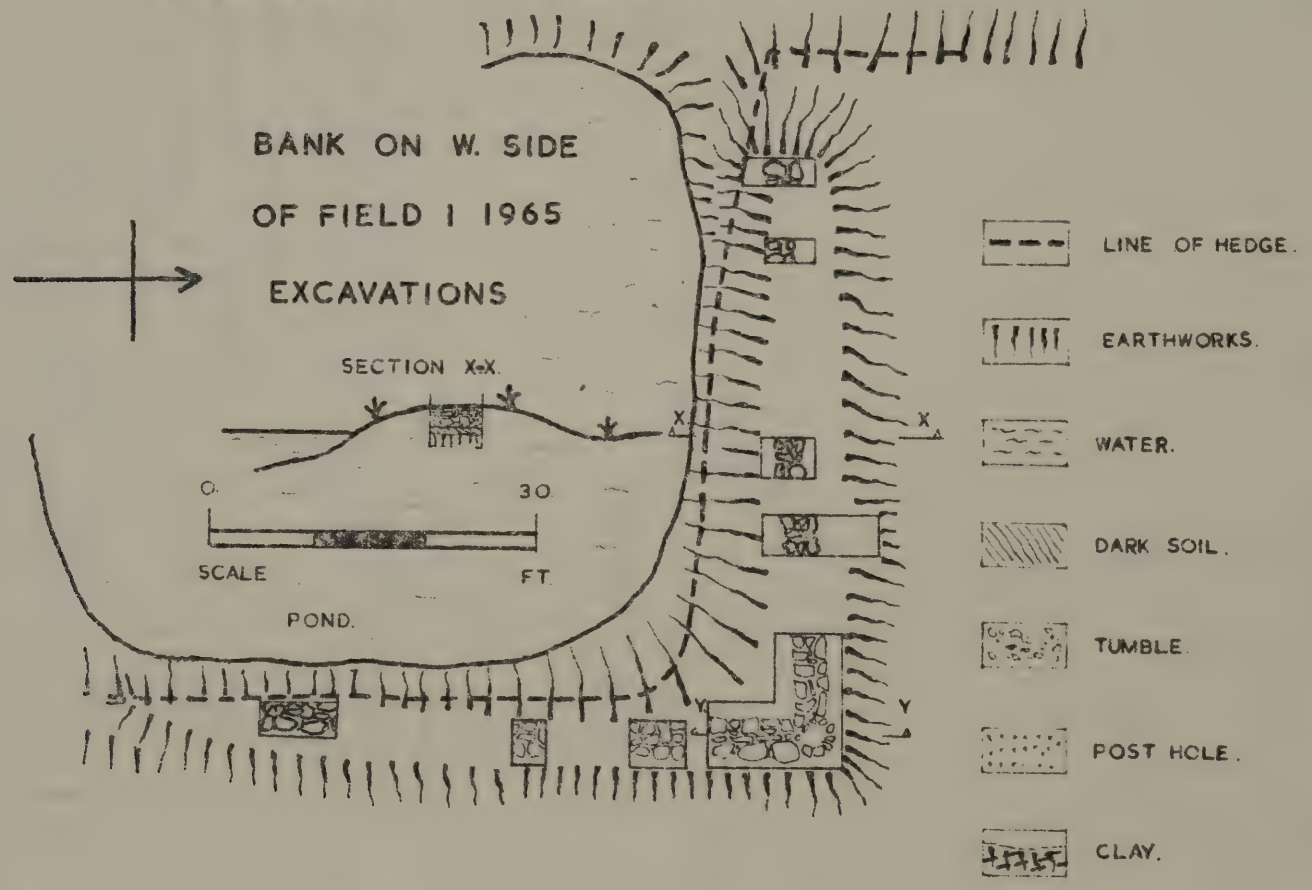
Trenches 1, 3, B, C and E all contained fragmentary structures of 14th century date. The passage in Trench E probably ran between two of these buildings. The fact that stone roofing and ridge tiles were discovered, together with the high percentage of glazed pottery from this enclosure, indicates buildings of reasonable importance. This is further borne out by the proximity of this enclosure to the Manor House complex.

Enclosure D

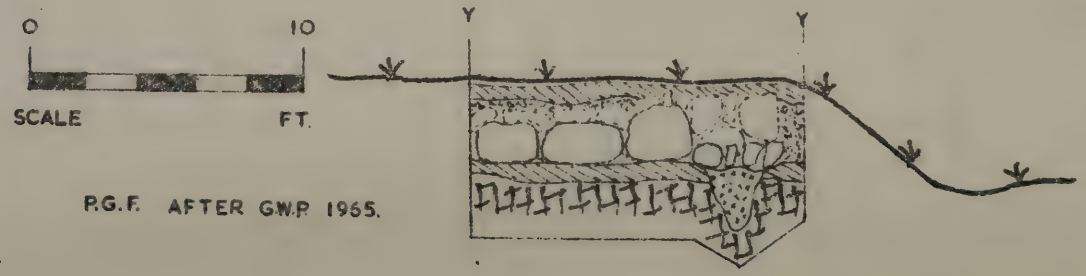
Here a complete building of 14th century date was discovered. It measured 18 ft x 11 ft internally, and had a fireplace and doorway at its western end. It was floored with rough flags and cobbles. The wall construction showed quite clearly that this building was of timber, the large stones in the wall footings and the post hole in the north-eastern corner forming bases for timber posts. One can only speculate as to the nature of this top structure, but as there was only some 6 ft between these flat stones, and those of the southern wall did not match those of the northern wall, the usual cruck-type cottage seems to be ruled out.

Trench C disclosed an interesting post hole near to the fireplace. This is the correct position for a witch post in a cruck cottage and it seems probable that it served this purpose. Further evidence of this is given by the fireplace, where, as there was no thickening of the wall for a chimney,

OSGODBY VILLAGE



SECTION Y-Y



R.G.F. AFTER G.W.P. 1965.

Fig 7

the ingle nook type of construction must have been adopted. There was no evidence on the site for any roofing materials, so the building was probably thatched.

Enclosure B

The dwelling discovered had been much damaged by building operations, but was of similar date to that in enclosure D. Lengthways, it measured 18 ft 6 in and the width, although unknown, was at least 11 ft, and probably did not exceed 13 ft. No evidence of either doorway or fireplace was found. The walls were of more substantial stone construction than those of the previous building, being 2 ft 2 ins. thick, and capable of supporting a single-storey stone building. There was no evidence for timber construction. Internally the floor was well constructed of cobbles and there was no evidence for any external paving. Again, lack of roofing materials indicates that the roof was probably thatched. The only evidence of earlier occupation on the site was a pit containing shellfish remains and 13th-century pottery.

The Finds

The Medieval Pottery

This on the whole was disappointing, the quantity recovered being relatively small and the quality poor. The best specimen came from the 1956 excavations and has been published in the Society's Research Report No. 3 (pp. 21, 32, 34, 35, 36, 41, 42, 44, 46, 48).

The unglazed or coarseware pottery is all of the 12th-14th century Staxton Ware type, although little is true Staxton Ware, and most is of variant found in Scarborough, the rim form being similar, but the fabric containing sharp sand rather than calcite. No dishes, lids or handle fragments were located, and the poor nature of the site is shown by the fact that over 70 per cent of the pottery is coarse ware whereas in Scarborough the proportion on recently excavated sites is 60 per cent glazed and 40 per cent unglazed.

The glazed pottery with a few exceptions is Scarborough Ware, consisting largely of jug fragments with the usual rim forms and decorative motifs and thumbed sagging bases. The glaze is green with occasional brown and yellow features.

The glazed pottery not recognisable as Scarborough Ware fell into two groups:

1. Three small fragments of a red fabric with a plum-coloured glaze, almost certainly Cistercian ware, and

2. Several fragments of a green glazed ware of a very poor quality, the fabric being a deep pinkish orange and very thick with inclusions of very coarse sand. The glaze is patchy and uneven with a very rough surface. The origin of this ware is unknown.

Post-Medieval Pottery

This includes green glazed ware of two types belonging to the immediate post-medieval period:

1. Fragments of shallow dishes or plates in dark green glaze with a pinkish gritty fabric similar to the material from the Newby kiln site (see Rimington & Rutter, 1967, 56, 59);

2. Fragments of shallow dishes and bowls in a much superior hard grey fabric with fine sand inclusions and a very good dark green glaze. It is similar to ware found at Scarborough Castle and in the town (ibid., 58, 59), and is probably later than type 1 , possibly of Civil War date.

There are several fragments of stoneware vessels, but all are very fragmentary and none have any decoration or other distinguishing marks. The remaining pottery is Victorian or later in date.

Glass

A small quantity was found, the recognisable fragments belonging to wine flagons of 17th and 18th century date.

Coins

Two coins have been obtained during building operations:

1. Edward II (1307-27) silver penny of Canterbury mint, found 1966
2. George II halfpenny of 1753, found 1965.

THE MEDIEVAL VILLAGE:
A SUMMARIZED CONCLUSION

Osgodby is in many ways typical of the numerous East Yorkshire shrunken villages which flourished in the 12th, 13th and 14th centuries, declined in the 15th and 16th, and were gradually repopulated in the 17th century. It is now becoming a heavily populated suburb of Scarborough.

Documentary evidence shows that there was a manor belonging to Tosti on the site, but by the Domesday Survey of 1086 this manor was waste. Archaeologically there was no evidence of the early manor or of its destruction, hence it is certain that it did not occupy the site of the 14th-century dwellings which was fairly comprehensively excavated. Although pottery and pits of the 12th century were discovered no complete building of this period survived, and such evidence as was available pointed to timber buildings. The remainder of the buildings and pottery discovered were 13th and 14th century, the later pottery being scarce.

Significant pottery or structural finds belonging to the 15th and 16th centuries were not located, which again agrees with the documentary evidence. Enclosure A (Field I) revealed an agricultural building and associated paved yard of 17th century date. The Hall Farm, although containing the Chantry Chapel and some remains of the 14th-century Hall complex is basically an 18th-century rebuild and there seems no reason to believe that the date of 1615 on Stuart House Farm is not correct. With the exception of these farms there does not appear to have been any other buildings on the site until the 20th century.

The 13th and 14th-century buildings discovered were of the single-roomed variety similar in size and construction to those at Hatterboard and extremely badly built. The notable exception was the building in Enclosure D (Field I) which was almost certainly a four-bay cruck cottage, the large stone cruck bases being discovered.

Where no roofing materials were discovered it can be assumed that the dwellings were thatched. In all other cases, excepting Enclosure F (Field I) limestone roofing flags, similar to those of Ayton Castle, Allerston and sites in old Scarborough were used. Unfortunately the building in Enclosure

F had been destroyed by 17th-century road widening activities, but the roofing materials were clay tiles with nail holes, some of which had been partially green glazed, which together with the superior pottery and large size of Enclosure F suggests a building of some significance.

The Poll Tax returns confirms this general picture of population fluctuation and suggest between 40 and 50 cottages at the height of the occupation in the 13th and 14th centuries. A detailed study of the site showed that the number was at least between 20 and 30, but many of the earthworks on the east side of the village have been destroyed.

Upon examination of the site plan (Fig. 1) several points are immediately apparent.

The present Scarborough-Cayton Road is more or less on the line of the medieval road, but the earthworks and excavations show it to have been widened along its north side where it abuts onto Field I and that it had originally extended further eastwards before turning to the north.

The focal part of the village was the Manor House complex with the Chantry Chapel, the site now occupied by the Hall Farm.

The area of Park Hill was a separate enclosure, almost certainly representing the Hall demesne and the area marked 'Fish Ponds' was also part of the Hall lands. The stone wall running along the western side of Field I may well have been the demesne boundary.

The village was L-shaped, the separate house plots extending to the south and east of the Hall along the northern and western sides of the present main road in the Fields 1 and 4.

The 1956 excavations also proved the existence of enclosures and occupation on the south side of the main road in Field 2, but there was no evidence of occupation along the western side of the road in Field 3.

A back road ran to the north of the plots in Field 1, probably turning through 90° to the rear of the Hall and continuing southwards behind the enclosures in Field 4 to converge on the Cayton Road at about the junction with the new Eastfield road. The present road to Manor Farm follows this route for part of its distance.

Osgodby probably had three open fields in the following approximate positions:

1. North of Field 1, extending to the present Scarborough road.

2. East of the present road, extending almost to the cliff edge.

3. Again east of the present road, but further south and extending to the Cayton boundary.

The usage of Field 1, partially enclosed by an impressive bank some 3 to 5 ft high, apart from the well-defined house plots marked A to F, is uncertain but it was probably demesne land.

One of the fields to the south of the village is marked Mill Field on the 1846 Tithe Award Map and is presumably the site of the mill, although an examination of the area revealed no earthworks or foundations.

A full account of the history of the village has already appeared in these Transactions (see Rimington, 1961).

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Tithe Award Map of the Parish of Seamer, 1846

THE PLACE-NAME 'CHESTER' IN THE PARISH OF WYKEHAM

By F. C. Rimington

To the south of the main road at Wykeham, immediately opposite the old railway station, is a field containing rising ground, called on the Ordnance Survey maps 'Chester Hill'. To the south of this hill is an area called on the maps 'Chester Fields'. It is obvious that when the survey was conducted in the 1840s these names were in common use.

The name 'Chester' is of course significant, being the softened Old-English form of the Latin word castrum, and generally denotes a Roman camp or other site of that period. Search at Wykeham however has failed to produce Roman material of any consequence despite the tradition of a Roman road nearby.

Among the Wykeham Abbey Estate documents now in the keeping of the North Riding County Record Office at Northallerton is a conveyance of land at Wykeham, dated 1811, from Thomas Chester, yeoman, of Hutton Buscel to George Osbaldeston, the famous squire of the same place. On the break-up of the Osbaldeston fortunes the land came into the possession of the Langley family of Wykeham Abbey and so the document became incorporated in the estate records.

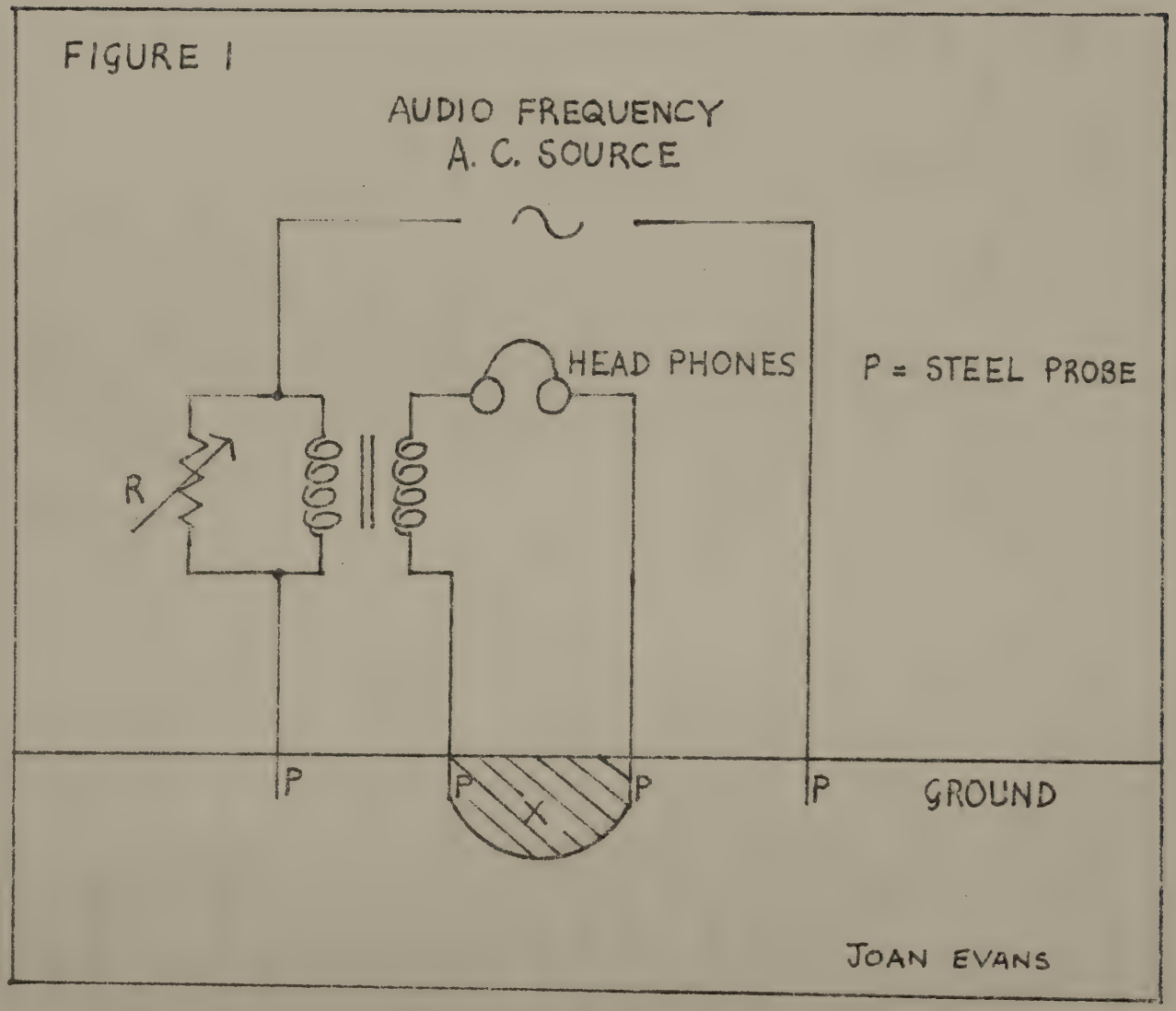
The land concerned consists of 'Martin High Close in Wykeham' (so-called from the 'lost' village of Marton between Hutton Buscel and Wykeham) '3½ acres adjoining east on Hutton Buscel fields, west on Bedale Beck, north on lands of Richard Langley Esq., and south on the lands of Jane Chester, widow'.

The lessee is described as 'Thomas Chester, only son and heir of the late William Chester the younger of Hutton Buscel, yeoman'. Thus it is clear that at least three generations of the Chester family lived at Hutton Buscel and owned land at Wykeham.

The description given of the land conveyed could apply only to the field still called Martin Close or Martin Garth, to the north of the Wykeham gravel pits. That being so, the land to the south (i.e. Chester Hill and Chester Fields) must be the area described in the document as the 'lands of Jane Chester, widow'.

Thus there would seem to be no reasonable doubt that the place-name 'Chester' at Wykeham is a comparatively recent affirmation of ownership (one of the commonest sources of place-names) and has no connection with anything Roman.

FIGURE 1


AUDIO FREQUENCY
A. C. SOURCE
HEAD PHONES
P = STEEL PROBE
R
P
P
P
P
GROUND
JOAN EVANS

A RESISTIVITY SURVEY AT AYTON CASTLE

By C. P. Evans, B.Sc.

Acknowledgements

Following the publication by H. C. Morris & P. F. Owen in the School Science Review of the design for an inexpensive resistivity meter for archaeological surveying, the meter was made at the Scarborough High School for Boys by Messrs W. Wright and P. Harris.

The meter was used by I. Glaves, B. A. Gospel, S. H. Metcalfe and M. Sheader, to survey areas to the south and east of the existing building at Ayton Castle during the period following the A Level examinations in 1966. In the same period in 1967 D. C. Ainsbury, A. M. W. Allen, I. M. Birch and J. R. Freer attempted to trace the path of the lead pipe found during the Society's excavation in 1959-61. These pupils of the School were responsible not only for the actual taking of measurements, but also for many helpful comments on the planning of the survey and the interpretation of the results. Errors in the final interpretation are, however, all the present author's.

We are most grateful to Mr J. G. Rutter of the Scarborough Museum for the suggestion of this site for our survey, for the opportunities he has given us to examine the (at that time) unpublished report of the Society's excavation (F. C. Rimington & J. G. Rutter, Ayton Castle: its History and Excavation, 1967), and for the advice he has given us during the surveys.

The instrument and its operation

A simplified diagram of the instrument is shown in Fig. 1. To obtain a measurement of the resistivity of the volume of ground marked X, lying between the two inner probes, to a depth roughly equal to the separation of these two probes, the rheostat R is adjusted until minimum sound is heard in the headphones. The value of R is then a measure of this resistivity and is read off from a dial.

The resistivity of soils depends on their water content. Thus, buried walls exclude water and give a high value of resistivity; filled-in ditches

tend to have a higher water content than the undisturbed ground and give a low value of the resistivity.

A more detailed treatment of the theory of soil resistivity can be found in M. J. Aitkin, Physics and Archaeology (Interscience Publications).

The measurements

The actual values of the resistivity of volumes of ground are less significant than variations in the resistivity. Hence, for clarity, the actual readings found have been replaced in the following tables by symbols: 'x', '.', and 'o' indicating high, average and low values of resistivity respectively.

All readings were taken along lines (traverses) parallel to the sides of the existing building, and their positions related to this building.

The first survey was to the south of the building. Three traverses were made parallel to the line of the west wall, 0, 3 and 6 ft from this line. The traverses began 15½ ft from the southern corner of the building and ran southwards for 108 ft towards the River Derwent. The separation between each probe was 3 ft. The results are shown in Table I.

Table I

```
Traverse 1    o.o.....xx..x.xo..o.....ooooo.o..o...
Traverse 2       o.o....xxx.xo....o.oo..oo.o......
Traverse 3      . x . x x . . . o . o o o o . . .
                               o
```

(cont.)

```
Traverse 1    xxxx.x..x.x.x....x.........o.oo.o..x
Traverse 2    x..xox..xxox.................x.....x
Traverse 3    . . . . . o . . . . . . . . . x
```

The second set of traverses were made to the east of the existing building. Twenty-nine traverses were made parallel to the first set of traverses at 3-ft intervals. The first measurement was made 15½ ft towards Forge Valley and 36 ft towards the River Derwent from the eastern corner of the building. (The top left hand corner of Table II represents this point; the bottom left hand corner representing a point 97½ ft towards

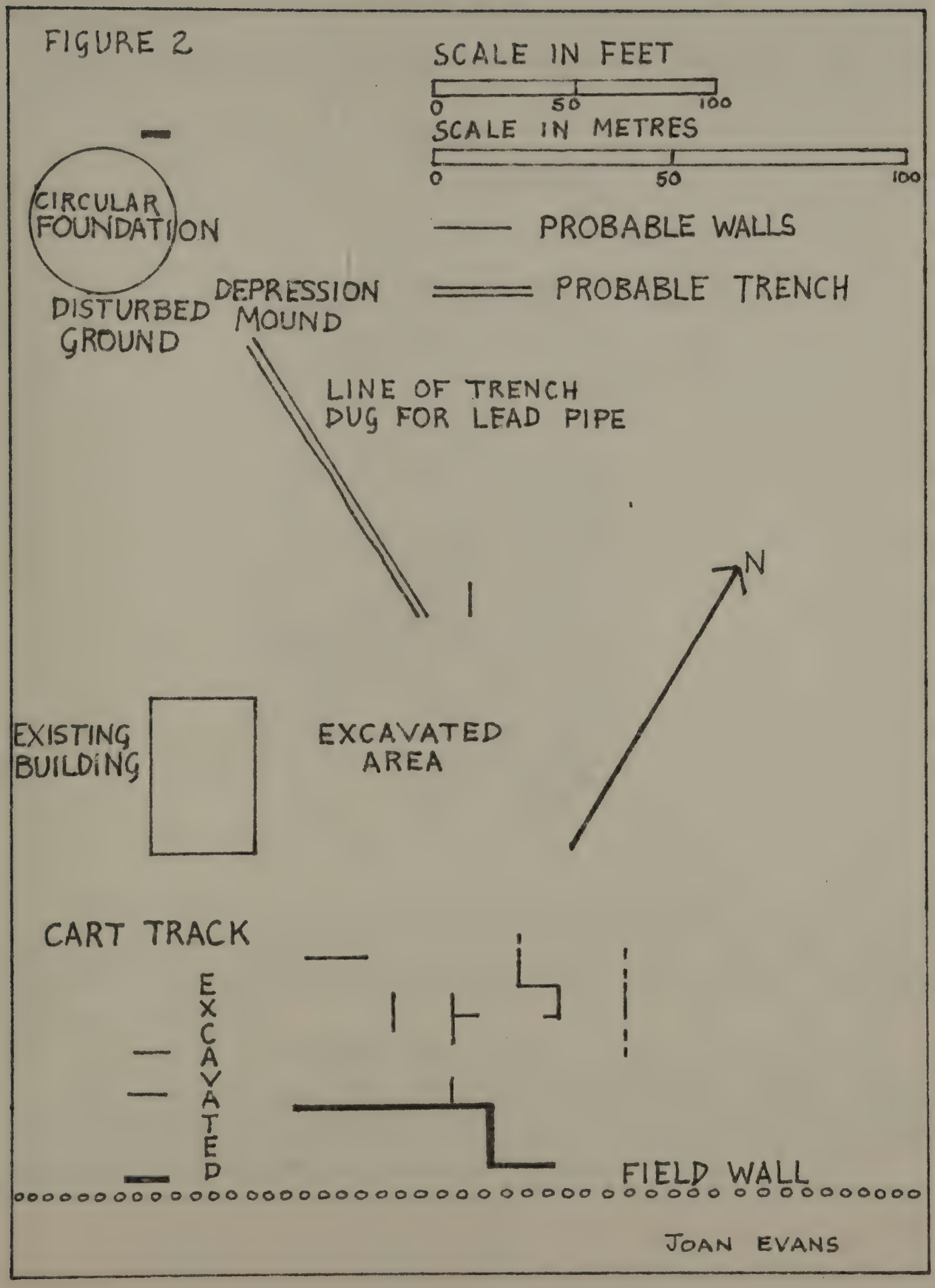
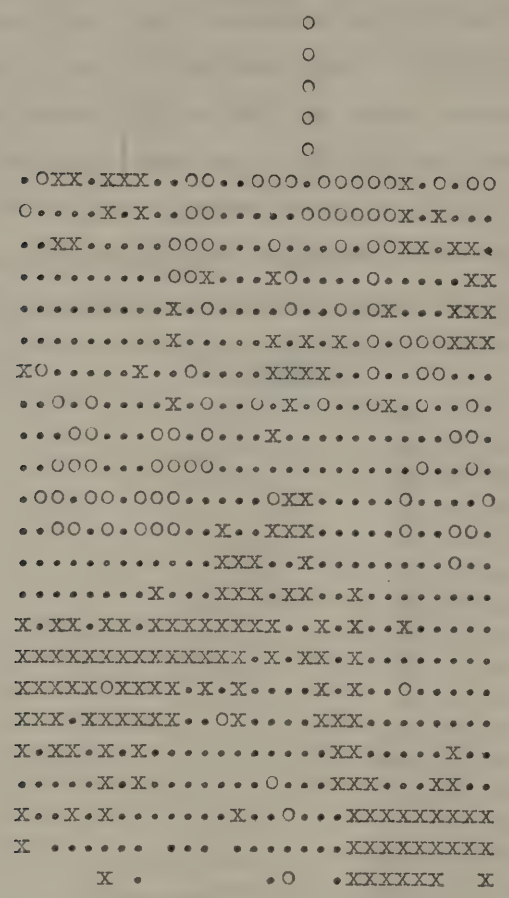


FIGURE 2
SCALE IN FEET
0
50
100
SCALE IN METRES
0
50
100
CIRCULAR FOUNDATION
PROBABLE WALLS
PROBABLE TRENCH
DISTURBED GROUND
DEPRESSION
MOUND
LINE OF TRENCH DUG FOR LEAD PIPE
N
EXISTING BUILDING
EXCAVATED AREA
CART TRACK
EXCAVATED
FIELD WALL
JOAN EVANS

Forge Valley and 102 ft towards the River Derwent.) The probe separation was 3 ft.

Table II



In addition to the above a traverse was made parallel to the southern wall of the existing building, which began 54 ft towards the River Derwent and 90½ ft towards Forge Valley, running towards Forge Valley. The results of this traverse were

.....oo....xo..o.

The attempt to trace the path of the lead pipe, made in 1967, involved traverses scattered over a large area. For this reason the results cannot be presented in the same form as in the earlier surveys.

In Table III the results are presented as follows: the position of the first measurement of a traverse is given by two numbers - the first is the distance in feet from the line of the east wall of the existing building, the second the distance in feet from its north wall. The letters following give the direction in which the traverse was continued (in all cases parallel to a wall of the building). The results of the traverse follow. For example, the first traverse shown in Table III began at a point 50 ft from the line of the eastern wall and 28 ft from the northern wall, and ran roughly north-east parallel to the northern wall.

A 4-ft probe separation was used throughout this set of traverses. The symbols 'x', '.', 'o', have the same meaning as above.

Table III

(1)	50.28.NE	...o...x
(2)	50.32.NE	o..o..xx
(3)	50.36.NE	..o....x
(4)	50.40.NE	..oo....
(5)	50.44.NE	.o.....x
(6)	36.64.NE	x.o.....
(7)	36.68.NE	oo..xx..
(8)	24.72.NE	xx
(9)	8.92.NE	...oo..x
(10)	8.96.NE	...o.x..
(11)	-6.112.NE	.o..x..o
(12)	-6.116.NE	.......o
(13)	-20.126.NE	....xoo..
(14)	-42.132.NE	...oo..x
(15)	-49.138.NE	..oo..ox.
(16)	-35.124.NW	..ooo.....xx.
(17)	-28.104.NW	.o.oo..oo.......x...x.xxxx.o

Conclusion

The results of the survey are shown in Fig. 2. This type of survey does not give an X-ray of buried structures, and is clearly not as informative as an excavation. We can however state the following conclusions:-

1. A massive wall existed on the southern or river side of the [illegible] building, between 80 and 130 ft from it. This wall may be connected with the wall found at the north-eastern edge of the enclosure.

2. There were other buildings close to those excavated, and also in the eastern corner of the enclosure.

3. The lead pipe continues, on the line shown by the excavation, in the direction of the eastern corner of the enclosure for at least 100 ft.

We expect to continue the survey in 1968 and hope to elucidate to some extent the structures in the eastern corner of the enclosure and their relation to the lead pipe.

THE DONKIN JUG

In 1968 the Scarborough Museum has been fortunate in being able to acquire the 'Donkin Jug' to add to its collection of Scarborough bygones. This jug commemorates the famous early 19th century stage wagon of James Donkin which ran between Hull and Scarborough. It was noted for its fine horses and in 1811 the owner was fined 20 guineas for passing the Royal Mail stage coach near Beverley and entering Hull ahead of it. In the same year the Donkin stage wagon was embedded in a snowdrift between Hunmanby and North Burton for two days and nights before it could be released.

A contemporary guide book (1815) gives the following entry:

> 'Light wagon to Hull; James Donkin, Newborough Street sets out with Goods and Passengers on Mondays and Fridays at six o'clock in the morning; and returns on Tuesday and Saturday evenings at seven o'clock. Carriage 8d. per stone.'

From this it appears that the journey of about 42 miles took the wagon 13 hours.

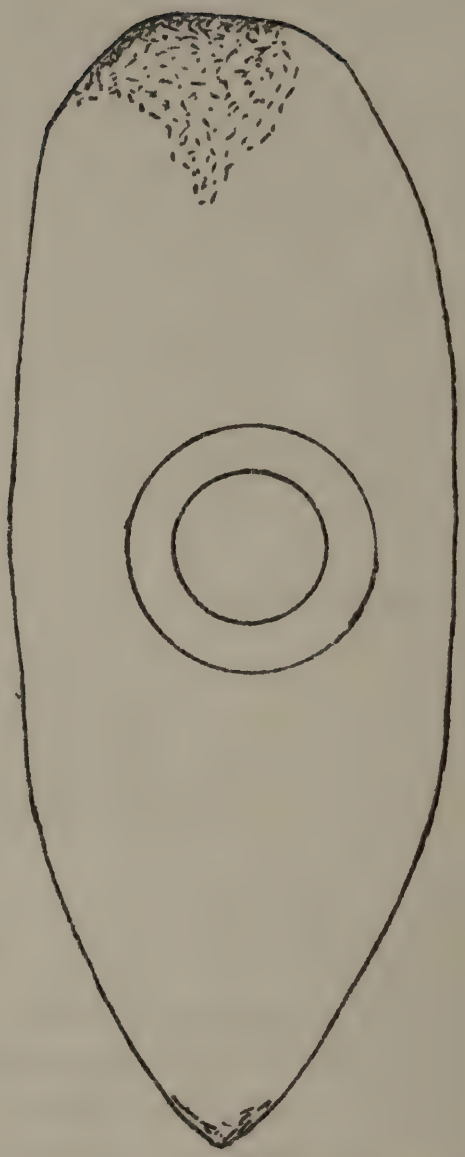
The jug, which is illustrated in Rowntree's History of Scarborough (Fig. 106), shows the covered wagon with a team of eight horses and bears the initials JD and the date 1812. It has been suggested that the vessel was made in Sunderland but Mr B. G. Gough in an article published in Yorkshire Life (July 1968) thinks that it is more probably a product of a Newcastle-upon-Tyne pottery.

In 1806 James Donkin was in partnership with a person named Lott, but the association seems to have come to an end not long afterwards. The jug was until recently in the possession of the late Mrs H. H. Lott, who was probably a descendant of Donkin's partner.

J. G. R.

1 Malton

2 Scarborough



3 Sinnington

1/1

ARCHAEOLOGICAL INDEX FOR NORTH-EAST YORKSHIRE 1967-68

To enable this gazetteer to be as complete as possible it is requested that brief accounts of fieldwork, excavations and the discovery of chance finds are forwarded without delay to the Editor of the Transactions at the Scarborough Museum. Among the contributors to the present index the following should be especially noted: Messrs P. Farmer, R. H. Hayes, A. L. Pacitto and G. R. Pye.

The entries are arranged under the name of the civil parish in which they occur, and the parishes are listed alphabetically.

AISLABY (Nr Pickering), NR

AISLABY HALL FARM SE 776858

Mr R. H. Hayes reports that during the renovations of 1967 this farmhouse showed remains of a cruck-framed long house with cross-passage, carved-oak partition for former box-beds and main long beam with notches for studding. Part of one pair of crucks remained sawn off on the south side. The building measured 55 ft x 20 ft, the front wall having been rebuilt above the plinth. The rear wall, buried by a 4 ft make-up of soil, disclosed much re-used stonework and a carved sill below a tiny splayed window possessed a weathered pattern resembling Saxon work.

ALLERSTON, NR

HIGH SCAMRIDGE SE 895876

The following have been found by Mr K. Green:

(1) Small well-flaked birch-leaf-shaped flint arrowhead
(2) Well-made barbed-and-tanged flint arrowhead 1.75 ins. long with one barb broken

DARGATE DIKES, CROSSCLIFF SE 895913

Unpolished flint axe or hoe measuring 3.5 ins. x 1 in. found by Mr K. Green

NABGATE SE 869848

The following have been found by Mr K. Green:

(1) Polished stone axe of Langdale work measuring 5.5 ins. x 2.5 ins. x 1.5 ins.
(2) A very fine birch-leaf-shaped arrowhead (flint) 1.75 ins. long

BURTON FLEMING & RUDSTON, ER

TA 097708 and TA 095692

In 1967 Dr I. M. Stead and Mr A. L. Pacitto carried out magnetometer and resistivity surveys in two areas of an extensive Iron Age (La Tène) cemetery and excavated two ploughed-down barrows. The latter possessed square enclosure ditches and central crouched burials with a pot.

FOLKTON, ER
SHARPE HOWES, FOLKTON WOLD TA 049777

A report on the excavation of three Bronze Age round barrows was published in the Scarborough Mercury for 2 November 1967. The excavations were undertaken by Mr T. C. M. Brewster for the Ministry of Public Building and Works during the second half of 1967.

HARWOOD DALE, NR
BURGATE FARM SE 970947

Excavations during March and April by the Scarb. & Dist. Arch. Soc. directed by Mr P. Farmer in 1968 have disclosed a Medieval iron-smelting site. Full report to follow.

HUTTON-LE-HOLE, NR
BECK GARTH SE 705901

Medieval pottery found by Mr R. H. Hayes including a rim of a large cook-pot in sandy buff ware 11 ins. in diameter (cf. Medieval Pottery, Scarb. & Dist. Arch. Soc. Research Report No. 3, Type 42)

IRTON, NR
OX PASTURE HALL

The following flint implements have been found in a ploughed field and were examined at Scarborough Museum in 1967:

(1) Unpolished axe in mottled grey flint, roughly flaked, 3.25 ins. long and 2.5 ins. across cutting edge.
(2) Leaf-shaped arrowhead in grey flint, 1.5 ins. long, 1 in. wide.
(3) Plano-convex knife in grey flint, 2.35 ins. long.

KILDALE, NR
PERCY RIGG NZ 610115

Excavations on the Early Iron Age settlement have been continued by Mr R. Close and a further hut has been discovered.

LOUNSDALE FARM NZ 606107

Mr R. Close reports the finding of a group of early 17th-century pottery during alterations to the farm buildings.

KILTON, NR
KILTON CASTLE NZ 704177

Excavations have continued under the direction of Mr F. A. Aberg. Five building periods have been disclosed in the north-east corner beginning with the construction of the curtain wall in the late 12th century.

KINGTHORPE, NR/

KINGTHORPE, NR
LOW KINGTHORPE SE 835858

Part of the ruined cruck-framed barn reported by Mr R. H. Hayes in the Transactions No. 9, 1967 (p. 34) has been removed to the Ryedale Museum by permission of Mr Richard Rowntree. The crucks showed three restorations. Excavation on the south-east side of the building disclosed a platform built on the rock parallel to and 8 ft from the barn wall. The pottery and small finds, which were plentiful, are of late Georgian or Victorian date.

LASTINGHAM, NR
SCUGDALE SE 745932

The 'Glass Holes' pointed out to Mr R. H. Hayes by J. Dale of Hollins, Rosedale, in 1948, and at first considered to be the site of a Medieval iron-smelting works, have proved on excavation to be part of a manufactory of good-quality green forest glass tentatively dated to the late 16th century. The preliminary excavations were carried out in 1966 by P. Cook, J. H. Rushton and R. H. Hayes. In April and May 1968 Messrs D. W. Crossley and F. A. Aberg directed a fortnight's excavation and exposed a remarkably well-preserved glass kiln 25 ft long and 4 ft high with a furnace 8 ft by 1½ ft. The furnace is of a late-Medieval French type, though examples have been found in Surrey constructed of Tudor brick. A full report will be forthcoming.

MALTON, NR
SE 7871 (approx.)

The Scarborough Museum has acquired in 1968 a Late Bronze Age socketed axe of Yorkshire type (see Fig. 1) found at Malton, from the Salisbury & South Wiltshire Museum. It measures 3.1 ins. by 1.8 ins.

MUSTON, ER
WEIR BRIDGE FARM TA 097798

Medieval pottery was found by Mr D. Hutchinson whilst erecting a fence on the farm of Mr E. L. D. Bell. The site was investigated by Messrs G. R. Pye and C. Helm in March 1968 but no traces of structures could be discovered. The pottery was examined at Scarborough Museum and found to consist of fragments of at least six vessels in 13th-century Staxton-type ware. They belonged to types 32, 37, 39A and 41A of Medieval Pottery, Scarb. & Dist. Arch. Soc. Research Report No. 3.

ROSEDALE EAST, NR
LOW BELL END FARM SE 717968

Mr R. H. Hayes reports that the remains of a former long-house are incorporated into the present farmhouse of Mr R. Bentham. The former tenant, Mr Jackson, stated that it possessed a cross-passage and a witch-post on a stylobate by the ingle nook. The north side had mullioned windows. The east end much renovated with a date 1726 on lintel and the west end rebuilt in the 19th century. In about 1960 the witch-post was removed and after

being sawn off at the top did duty as a gate-post until it was given to the Ryedale Museum where it has been restored by Mr P. Cook.

SCALBY, NR
TA 09 (approx.)

A Bronze Age stone axe-hammer in basaltic rock preserved at Scalby County Modern School was submitted to the Scarborough Museum for identification. The provenance was doubtful but it was probably from the Scalby area. It measured 8 ins. in length, 4 ins. in width and 3.5 ins. in thickness with an hour-glass perforation 2-1.5 ins. in diameter. Weight 5.5 lbs. The axe blade was damaged.

SCARBOROUGH, NR
From 'NEAR SCARBOROUGH' TA 08 (approx.)

A Late Bronze Age Socketed axe with four ribs cast in each face (see Fig. 2) has been acquired in 1968 by the Scarborough Museum from the Salisbury & South Wiltshire Museum. It was found 'near Scarborough' and measures 3.9 ins. by 1.9 ins.

WOODEND GARDENS, THE VALLEY TA 042881

Early in 1968 a gardener picked up a Roman coin at the entrance to Woodend Gardens. It was identified at Scarborough Museum as a memorial coin struck after the death of the Empress Faustina Junior in 175 AD, a sestertius with an obverse inscription DIVA FAVSTINA AA and on the reverse CONSECRATIO. The condition suggested the possibility that it was a recent loss.

FALSGRAVE ROAD (No. 163), FALSGRAVE TA 031879

The discovery of a stone water pipe during the excavation of a gas main trench is reported by Mr G. R. Pye in April 1968. It consisted of lengths of sandstone blocks of rectangular section (one of which measured 7 ins. x 9 ins. x 66 ins.), with a central oval hole 5 ins. x 4 ins. in diameter. Similar pipes have been found in the older parts of the town and appear to have belonged to an early supply of drinking water obtained from Spring Hill, Falsgrave. Pottery from the same trench was of 17th century date.

CAMBRIDGE PLACE (No. 9), FALSGRAVE TA 031880

Another gas main trench examined by Mr Pye in April 1968 produced a quantity of 17th-century pottery including a few 'wasters'.

ST MARY'S STREET, (No. 22 etc.) TA 047889

Excavations were undertaken by the Scarb. & Dist. Arch. Soc. under the direction of Mr P. Farmer during January-April 1968 at the rear of this demolished property. Permission was kindly granted by Mr C. Day. Foundations of buildings of 17th century and late Medieval date were found overlying an earlier timbered structure. A full report has been prepared by Mr Farmer for publication in these Transactions for 1969.

ST SEPULCHRE STREET (No. 46) TA 046888

Mr P. Farmer and other members of the Scarb. & Dist. Arch. Soc. undertook an excavation between the above property and the garden of the Friends' Meeting House by kind permission of Mr C. Day in January-February 1968. This located the ancient stone-built watercourse of Damgeth or Damyot and an interesting collection of Medieval metalwork was obtained. A full report is being prepared.

ALMA SQUARE TA 949885

In May 1968 a gardener dug up a 4th-century Roman coin an AE 3 (20 mm.) probably of Constantine I. On the reverse were two Victories supporting a shield.

HATTERBOARD TA 017886

In June 1968 Messrs P. Farmer and G. R. Pye began excavations on part of this deserted-village site which is now threatened by building operations being undertaken to extend the Scarborough Hospital. The area is to the south of that excavated in 1957-59 (see Scarb. & Dist. Arch. Soc. Research Report No. 2). The foundations of a substantial stone building are being examined. Associated pottery can be dated to c. 1300 AD.

SINNINGTON, NR

SINNINGTON MANOR SE 730851

A stone axe-hammer (see Fig. 3) has been found by Mr F. Clark. It measures 6 ins. in length, 3.1 ins. wide at the blade and 1.5 ins. at the butt, with a central hole 1.25 to 0.75 ins. in diameter. Both ends are abraded and the blade chipped. One face is very smooth and the other slightly pitted, and the stone is probably from the glacial drift.

SINNINGTON COMMON SE 723854

On the site examined in 1962 (see Transactions No. 7, 1964, p. 38) half of a flat rotary quern has been obtained from the ploughed-out Romano-British paving. It measures 15 ins. in diameter and 3.75 ins. in thickness with a central hole 1.25 to 1.75 ins. in diameter. The stone is a hard close-grained rock foreign to the district. A few sherds found were chiefly from late 4th-century cookpots.

SPAUNTON, NR

OLD PASTURE FIELD SE 721893

Four seasons' work (1963-66) on this Romano-British farmstead site (see Transactions No. 7, p. 39 and No. 9, p. 50) have been fully reported in the Ryedale Historian, No. 3, 1967, pp. 12-25.

THORNTON DALE, NR

STAINDALE LODGE, DALBY SE 851889

Mr K. Green has located the site of an iron slag heap probably belonging to a Medieval bloomery.

THORNTON DALE, NR (cont.)
LOW WOOD, DALBY SE 853876

Barb-and-tanged flint arrowhead found by Mr J. Hoggard.

PEXTON MOOR SE 855857

Polished stone axe (?basalt) measuring 3.75 ins. x 2 ins. x 0.8 ins. found by Mr K. Green.

MONKLANDS SE 8384

The following have been discovered in the vicinity of the ploughed-down round barrows and earthworks (SE 836847):

(1) Roughly-worked slightly polished flint axe with white patina and brown stains measuring 3.75 ins. x 1.5 ins. found by Mr K. Green.
(2) Four leaf-shaped and five barb-and-tanged flint arrowheads together with several flint scrapers and knives found by Mr John Gray. Other leaf-shaped and barb-and-tanged arrowheads have been found by Mr K. Green.

MONKLANDS EARTHWORK SE 837847

Mr R. H. Hayes reports a possible extension to this linear earthwork which was destroyed in 1958. From a point (SE 823834) above Swinecroft Hill an ancient hedge-bank (in places 14 ft wide and 3 ft high) divides High Fields from the Haggs and extends in a long curve for a mile almost to the point in Monklands where the fragment of the earthwork existed until 1958.

SEIVE DALE, DALBY SE 868884

Silver coin of Severus (AD 193-211) found and a very worn Roman brass coin has come from the same area according to Mr R. H. Hayes.

RIGG FARM, DALBY SE 866890

A beehive quern has been found by Mr T. Hoggard 300 yards north-east of the farm.

THWING, ER
PADDOCK HILL TA 031707

A note on the discovery of an unrecorded earthwork 1¼ miles west-north-west of the village of Thwing has been published in Antiquity, June 1968, pp. 130-1 and Plate xx. It may be a henge monument comparable with that discovered at Maiden's Grave, Burton Fleming (TA 097707) published in Antiquity, Sept. 1964, pp. 217-9.

WESTERDALE, NR
BROADGATE FARM NZ 673046

Mr R. H. Hayes found a clue to the position of an iron-smelting site from the name 'Cinder Hill' on a map in the Helmsley Estate Office. A large spread of slag ploughed level but only covered with turf was located and the farmer reported that a mass of slag was still visible on the surface of the field (still known as Cinder Hill) some years ago.

WESTERDALE, NR (cont.)
STONY RIGG, BAYSDALE MOOR NZ 636031

About one half of a dark blue glass bangle or bracelet, with two inlaid brown lines and threads of white, was found by Mr William Best of Pickering on eroded peat at an altitude of 1350 ft. It is of half-round section, measuring 0.4 ins. wide and 0.25 ins. in thickness. Now in Ryedale Museum.

Mr R. H. Hayes points out that this is an unexpected place to find a glass bangle of the 1st or 2nd century AD. Such objects are usually associated with native sites situated between Hadrian's Wall and the Antonine Wall, although two are known from our area: Ashberry Windypit near Rievaulx (Hist. of Helmsley, 360, Fig. 7, no. 3) and Levisham Moor Enclosure B (Transactions No. 6, 1963, p. 37).

Near HOLLINS FARM NZ 678057

The foundations of a Late Medieval long house north of Hollins Farm were examined by Mr R. H. Hayes and found to measure 76 ft by 17 ft with a cross-passage in the centre. The fallen door lintel decorated with raised knobs was undated. The remains of a weathered cruck beam were found, probably one of the original three pairs.

Nearby were the ruins of a byre measuring 35 ft by 18 ft, with a cross-passage and one pair of crucks in situ. Mr D. W. Hartley of Castleton, who was born in the next farm in 1877, states that the long house was a ruin when he was a boy, but the byre was thatched and used as a sheep-house. He had not heard of a name given to the long house.

WILLERBY, ER
Near ST PETER'S CHURCH TA 007792

A quantity of Medieval pottery was retrieved from a drain trench about 200 ft west of Willerby Church by Messrs G. R. Pye and F. C. Rimington. The sherds were chiefly of Staxton Ware and included rims of Types 40A, 43 and 45 cookpots (see Medieval Pottery, Scarb. & Dist. Arch. Soc. Research Report No. 3).

WRELTON, NR
KIRBYMOORSIDE ROAD SE 765859

The cruck-framed cottage, now the residence of Mr R. J. A. Wood, has been renovated (see Transactions, No. 7, 1964, p. 39) but retains much of its former character, including two pairs of crucks and oak panelling. It has been quoted as a late example of cruck-construction, but Mr R. H. Hayes points out that the crucks show signs of re-use and alteration.